

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

March 13-14, 2019

Los Angeles, California

Wednesday, March 13, 2019

- | | |
|----------------|---|
| 1:00 PM | Commission Meeting
Los Angeles County Metropolitan Transportation Authority
Boardroom, 3rd Floor
One Gateway Plaza
Los Angeles, CA 90012 |
| 5:00 PM | Reception
Los Angeles Union Station
Ticket Concourse
800 North Alameda Street
Los Angeles, CA 90012 |
| 7:00 PM | Commission Dinner
1970 Mandeville Canyon Road
Los Angeles, CA 90049 |

Thursday, March 14, 2019

- | | |
|----------------|---|
| 9:00 AM | Commission Meeting
Los Angeles County Metropolitan Transportation Authority
Boardroom, 3rd Floor
One Gateway Plaza
Los Angeles, CA 90012 |
|----------------|---|

To view the live webcast of this meeting, please visit: <http://ctc.dot.ca.gov/webcast>

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

Unless otherwise noticed in the specified book item, a copy of this meeting notice, agenda, and related book items will be posted 10 calendar days prior to the meeting on the California Transportation Commission (Commission) Website: www.catc.ca.gov. Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Doug Remedios at (916) 654-4245. Requests for special accommodations or interpretation services should be made as soon as possible but no later than at least five working days prior to the scheduled meeting.

Persons attending the meeting who wish to address the Commission on a subject to be considered at this meeting are asked to complete a Speaker Request Card and provide it to the Commission Clerk prior to the discussion of the item. If you would like to present any written materials, including handouts, photos, and maps to the Commission at the meeting, please provide a minimum of 25 copies labeled with the agenda item number no later than 30 minutes prior to the start of the meeting. Video clips and other electronic media cannot be accommodated. Speakers cannot use their own computer or projection equipment for displaying presentation material.

Improper comments and disorderly conduct are not permitted. In the event that the meeting conducted by the Commission is willfully interrupted or disrupted by a person or by a group so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting.

* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California State Transportation Agency (CalSTA) item.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – May 15-16, 2019 in San Diego, CA

Tab #	Item Description	Ref. #	Presenter	Status*
-------	------------------	--------	-----------	---------

FREQUENTLY USED TERMS: California Transportation Commission (Commission or CTC), California Department of Transportation (Department or Caltrans), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), Traffic Congestion Relief Program (TCRP), Public Transportation Account (PTA), Clean Air and Transportation Improvement Act of 1990 (Proposition 116), High Speed Passenger Train Bond Program (Proposition 1A), Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Corridor Mobility Improvement Account (CMIA), State Route 99 Bond Program (RTE or SR 99), Local Bridge Seismic Retrofit Account (LBSRA), Trade Corridors Improvement Fund (TCIF), Highway-Railroad Crossing Safety Account (HRCSA), State-Local Partnership Program (SLPP), Traffic Light Synchronization Program (TLSP), Letter of No Prejudice (LONP), Environmental Phase (PA&ED), Design Phase (PS&E), Right of Way (RW), Fiscal Year (FY), Active Transportation Program (ATP), Intercity Rail (ICR), California Aid to Airports Program (CAAP), Acquisition & Development (A&D), Transit and Inter-City Rail Capital Program (TIRCP), Transportation Facilities Account (TFA), Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP), Local Streets and Roads Program (LSRP), Solutions for Congested Corridors Program (SCCP).

GENERAL BUSINESS					
1	Roll Call	1.1	Fran Inman	I	C
2	Welcome to the Region	1.12	Phillip A. Washington Stephanie Wiggins	I	R
3	Approval of Minutes for January 30-31, 2019	1.2	Fran Inman	A	C
4	Commissioner Meetings for Compensation	1.5	Fran Inman	A	C
REPORTS					
5	Commission Executive Director	1.3	Susan Bransen	A	C
6	Commissioner Reports	1.4	Fran Inman	A	C
7	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
8	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
10	Regional Agencies Moderator	1.8	Luke McNeil-Caird	I	R
11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
12	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
POLICY MATTERS					
13	Innovations in Transportation • XpressWest – Proposed High-Speed Rail from Southern California to Las Vegas	4.21	Garth Hopkins Husein Cumber	I	C
14	State and Federal Legislative Matters	4.1	Paul Golaszewski	A	C
15	Budget and Allocation Capacity	4.2	Paul Golaszewski Clark Paulsen	I	D
16	Discussion of the 2020 STIP Fund Estimate – Draft Assumptions	4.19	Paul Golaszewski Clark Paulsen	I	D
17	2020 Competitive Programs Update	4.22	Robert Nelson	A	C
18	Local Streets and Roads Funding Program Update	4.8	Alicia Sequeira Smith	I	C
19	Active Transportation Program Resource Center	4.11	Laurie Waters Rihui Zhang	I	D
20	Active Transportation Program – Quarterly Report	3.13	Laurie Waters Rihui Zhang	I	D
21	Senate Bill 1 Program – Quarterly Report	3.15	Robert Nelson Nabeelah Abi-Rached	I	D
INFORMATION CALENDAR			Chris Traina		
22	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$67,592,000 for 17 projects. -- Minor G-05-16 Allocations: (2.5f.(4)): \$4,951,000 for 5 projects.	2.5f.		I	D
Monthly Reports on the Status of Contract Award for:					
23	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
24	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
25	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
26	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Quarterly Report – Second Quarter – FY 2018-19				
27	Caltrans Finance Report	3.5		I	D
28	Caltrans Rail Operations Report	3.7		I	D
29	Aeronautics – Acquisition & Development (A&D) and Airport Improvement Program (AIP)	3.8		I	D
30	Proposition 1A – High-Speed Passenger Train Bond Program	3.10		I	D
	Other Reports				
31	Quarterly Report – Local Assistance Lump Sum Allocation for the Period Ending December 31, 2018	3.11		I	D
32	First Quarter – Balance Report on AB 1012 “Use It or Lose it” Provision for Federal Fiscal Year 2017 Unobligated RSTP and CMAQ Funds	3.12		I	D
	BEGIN CONSENT CALENDAR		Chris Traina		
33	<u>Approval of Project for Future Consideration of Funding:</u> 02 – Shasta County Diestelhorst to Downtown Non-Motorized Improvements Project Construct trail improvements to connect with Sacramento River Trail. (MND) (PPNO 02-2578) (ATP, STIP) Resolution E-19-29 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(2)		A	C
34	<u>Approval of Project for Future Consideration of Funding:</u> 04 – Napa County Devlin Road and Napa Valley Vine Trail Extension Project Construct the Devlin Road extension and other improvements. (MND) (PPNO 2130D) (STIP) Resolution E-19-31	2.2c.(4)		A	C
35	<u>Approval of Project for Future Consideration of Funding:</u> 08 – San Bernardino County Santa Ana River Trail Phase IV Project Construct a 3.3-mile long section of trail improvements. (MND) (PPNO 1202) (Local) Resolution E-19-32 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(5)		A	C
36	<u>Approval of Project for Future Consideration of Funding</u> 10 – Alpine County Hot Springs Road Reconstruction Project Reconstruct Hot Springs Road. (MND) (PPNO 3115) (STIP) Resolution E-19-34 <i>(Related Item under Ref 2.5w.(1).)</i>	2.2c.(7)		A	C
37 8 Ayes	9 Resolutions of Necessity Resolutions C-21695 through C-21703	2.4b.		A	D
38	Director’s Deeds Items 1 through 19 Excess Lands - Return to State: \$3,034,689 Return to Others: \$0	2.4d		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
39	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>01-DN-199, PM 6.65/36.27 Culvert Rehabilitation Project Rehabilitate or replace existing culverts on a portion of State Route 199 in Del Norte County. (ND) (PPNO 1055) (SHOPP) Resolution E-19-15 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>01-Hum-101, PM 75.3/77.6 Broadway ADA Project Construct ADA compliant improvements on a portion of US 101 in Humboldt County. (ND) (PPNO 2346) (SHOPP) Resolution E-19-16 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>01-Lak-29, PM 12.7/14.5 Coyote Grade Shoulder Widening Project Widen shoulders on a portion of SR 29 in Lake County. (MND) (PPNO 3102) (SHOPP) Resolution E-19-17 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>02-Las-299, PM 18.5/25.6, 02-Mod-299 PM 0.5/0.5, 1.1/1.8, 02-Mod-139, PM 0.1 Bieber to Adin Roadway Rehabilitation Project Rehabilitate a portion of SR 299 in Lassen and Modoc Counties. (MND) (PPNO 3467) (SHOPP) Resolution E-19-18 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>03-But-162, PM 18.46/19.85 Butte 162 Road Widening Project Construct roadway improvements on a portion of State Route 162 in Butte County. (MND) (PPNO 2635) (SHOPP) Resolution E-19-19 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>03-Sut,Yub-20, PM 17.0/17.1, 0.0/0.4 Feather River Bridge Scour Project Repair scour damage to an existing bridge on SR 20 in Sutter and Yuba Counties. (MND) (PPNO 8140) (SHOPP) Resolution E-19-20 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>04-Son-121, PM 3.36/6.50 State Route 121 Safety Improvements Project Construct roadway improvements on a portion of State Route 121 in Sonoma County. (ND) (PPNO 0738) (SHOPP) Resolution E-19-21 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>06-Tul-190, PM 34.7/39.4 Tulare Culvert Replacement Project Replace culverts at two locations on State Route 190 in Tulare County (MND) (PPNO 6286) (SHOPP) Resolution E-19-22</p>	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
39 (cont.)	<p>07-LA-91, PM 16.9/19.8, 07-LA-605, PM 5.0/5.8 Westbound State Route 91 Improvement Project Widen a portion of State Route 91 in Los Angeles County (ND) (PPNO 5388) (Local, STIP) Resolution E-19-23 <i>(Related Items under Ref. 2.5s.(7) & 4.23.)</i></p> <p>08-Riv -15, PM 49.8/52.3, 08-SBd-15, PM 0.0/12.2 Interstate 15 Corridor Project Construct Express Toll Lanes on a portion of Interstate 15 in Riverside and San Bernardino Counties. (MND) (EA 0R800) (Local) Resolution E-19-24</p> <p>08-SBd-40, PM R125/R154.6 Interstate 40 Regrade Existing Median Project Regrade median on a portion of Interstate 40 in San Bernardino County. (MND) (PPNO 3003J) (SHOPP) Resolution E-19-25 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>10-Alp-Various, PM Various Mountain Counties Bridge Rails Project Upgrade rails on four bridges on State Routes 4, 88, and 89 in Alpine County. (MND) (PPNO 3134) (SHOPP) Resolution E-19-26 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>10-Sta-99, PM 9.5/11.4 State Route 99/Service Road/Mitchell Road Interchange Project Construct interchange improvements on State Route 99 at Mitchell Road in Stanislaus County. (MND) (PPNO 9399) (Local) Resolution E-19-27</p> <p>12-Ora-74, PM 11.5/13.28 & 13.33/16.60 State Route 74 Safety Improvement Project Construct roadway and safety improvements on portions of State Route 74 in Orange County. (MND) (PPNO 4218) (SHOPP) Resolution E-19-28 <i>(Related Item under Ref. 2.5b.(2).)</i></p>	2.2c.(1) (cont.)		A	D
Amendment - Proposition 1B CMIA Project					
40	<p><u>Allocation Adjustment for Proposition 1B CMIA Project:</u> Request to de-allocate \$400,000 in Proposition 1B CMIA Construction (due to savings) and re-allocate to Construction Support to process a construction claim for the Route 46 Corridor Improvements (Whitley 2A) project in San Luis Obispo County. There is no increase to the allocation amount. (PPNO 0226G) Resolution CMIA-AA-1819-01 Amending Resolution CMIA-AA-1213-01</p>	2.5g.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Amendment - Proposition 1B TLSP Project				
41	Allocation Amendment – Proposition 1B Traffic Light Synchronization Program Project Request to rescind \$748,000 from TLSP Project Adaptive Traffic Control System-Central Business District in Los Angeles County. (Project # 07-6760). Resolution TLS1B-AA-1819-21 Amending Resolution TLS1B-A-1617-02	2.5g.(7a)		A	D
	Amendment - Proposition 1B Intercity Rail (ICR) Improvement Project				
42	Allocation Amendment – Proposition 1B Intercity Rail Improvement Project: Request to deallocate \$123,000, from \$218,000 to \$95,000 from the Proposition 1B ICR Ventura County Sealed Corridor Grade Crossing Improvement Project in Ventura County, to reflect cost savings at closeout. (PPNO 2088) Resolution ICR1B-AA-1819-04 Amending Resolution ICR1B-A-1415-01	2.5g.(8)		A	D
	Amendment – Seismic Retrofit Program – Phase II – Proposition 192				
43	Allocation Amendment – Seismic Retrofit Program – Phase II – Proposition 192 Projects: Request to amend Resolution FP-18-50, approved in January 2019, for three Seismic Retrofit Program – Phase II – Proposition 192 projects to correct the Budget Year and Project ID. There is no change to the original project allocations. Resolution FP-18-62, Amending Resolution FP-18-50	2.5g.(15)		A	D
	END OF CONSENT CALENDAR				
	POLICY MATTERS				
44	Comments on the Draft State Highway System Management Plan	4.12	Chris Traina Michael Johnson	A	C
45	Caltrans Update on Planning Documents <ul style="list-style-type: none">California Transportation Plan 2050Interregional Transportation Strategic PlanCalifornia Freight Mobility PlanCalifornia Aviation System Plan	4.7	Garth Hopkins Chris Schmidt	I	D
46	Santa Cruz Branch Rail Line Update	4.4	Robert Nelson Guy Preston	I	R
	PROGRAM STATUS				
47	Caltrans' Project Delivery Update <ul style="list-style-type: none">Project Delivery Quarterly Report – FY 18-19 – Second Quarter	3.6	Chris Traina Mike Keever	I	D
	Capital Outlay Support – Last Chance Grade Project				
48	Request for an allocation of \$45,000,000 for the Project Approval, Environmental Document (PA&ED) phase for the SHOPP Major Damage (Permanent Restoration) project on US 101 in Del Norte County. (PPNO 1112) Resolution FP-18-57	2.5b.(3)	Chris Traina Matt Brady	A	D
	Capital Outlay Support (COS) Supplemental Fund Allocations				
49	Request for an additional \$451,000 (35 percent increase) for the Project Approval, Environmental Document (PA&ED) phase for the SHOPP Collision Severity Reduction project on State Route 36 in Humboldt County. (PPNO 2379) Resolution FP-18-56	2.5e.(1)	Chris Traina Matt Brady	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Capital - Supplemental Fund Allocations (Complete Construction)				
50	Request for an additional \$390,000 in Construction Capital (5 percent increase) and \$890,000 (41 percent increase) in Construction Support for the SHOPP Stormwater Mitigation project on State Route 4 in Calaveras County, to complete construction. (PPNO 3248) Resolution FA-18-39	2.5e.(4)	Chris Traina Dan McElhinney	A	D
	Capital - Supplemental Fund Allocations (Award)				
51	Request for an additional \$4,666,000 in Construction Capital (49 percent increase) for the SHOPP Pavement Rehabilitation project on Interstate 880 in Alameda County. (PPNO 0044Q) Resolution FA-18-38	2.5e.(3)	Chris Traina Tony Tavares	A	D
	Capital - Supplemental Fund Allocation – Presidio Parkway (Closeout)				
52	Request for an additional \$33,700,000 in Construction Capital for the Public Private Partnership Program - Presidio Parkway Project on Route 101 in San Francisco County, to complete construction, close out and achieve final contract acceptance. (PPNO 0619P) Resolution FA-18-40	2.5e.(5)	Chris Traina Tony Tavares	A	D
	PROGRAM UPDATES				
53	Approval of the 2018 California Natural Resources Agency Environmental Enhancement and Mitigation Program. Resolution G-19-08	4.14	Christine Gordon	A	C
54	Allocation for the 2018 California Natural Resources Agency Environmental Enhancement and Mitigation Program Projects. Resolution FP-18-60	2.5c.(9)	Christine Gordon	A	C
	Quarterly Reports				
55	Transit & Intercity Rail Capital Program.	3.14	Teresa Favila Ron Sheppard	I	D
56	Proposition 1B --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor Program (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Railroad Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridors Improvement Fund (3.9h.)	3.9	Robert Nelson Bruce De Terra Dan Mitchell Rihui Zhang	I	D
	Baseline Agreements				
57	SB 1 Baseline Agreements: State Highway Operation and Protection Program - (SHOPP) 17 Baseline Agreements for Approval. Resolution SHOPP-P-1819-11B (Related Item under Ref. 2.5b.(1) & 2.5b.(2).)	4.13	Teri Anderson	A	C
58	SB 1 Baseline Agreements: Trade Corridor Enhancement Program - Approve the Baseline Agreement for the State Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project . Resolution TCEP-P-1819-09B (Related Items under Ref. 2.5s.(7) & 2.2c.(1).)	4.23	Dawn Cheser	A	C
59	Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs.	4.18	Dawn Cheser	I	C

Tab #	Item Description	Ref. #	Presenter	Status*	
60	<u>Proposition 1B Baseline Agreements:</u> Trade Corridor Improvement Fund - Approve the Baseline Agreement for Project 129 -Everport Terminal Berth Efficiency and Emission Reduction. Resolution TCIF-P-1819-05B (Related Item under Ref 2.5g.(5).)	4.17	Dawn Cheser	A	C
Program/Baseline Amendments					
61	Amendment to the 2019 Local Partnership Formulaic Program Funding Share Distribution. Resolution G-19-07, Amending Resolution G-18-31	4.24	Christine Gordon	A	C
62	<u>SHOPP Amendment:</u> Request to: --Add 24 new projects into the 2018 SHOPP. --Revise 18 projects currently programmed in the 2018 SHOPP. --Develop 2 Long Lead projects. SHOPP Amendment 18H-008 (Related Item under Ref. 2.5b.(2).)	2.1a.(1)	Teri Anderson Bruce De Terra	A	D
63	<u>STIP Amendment – Approval:</u> The Riverside County Transportation Commission proposes to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (PA&ED) phase for the Interstate 15 Express Lanes – Southern Extension project (PPNO 3009X) by using local funds. STIP Amendment 18S-15	2.1a.(2)	Teresa Favila Bruce De Terra	A	D
64	<u>STIP Amendment – Notice:</u> The Department and Los Angeles County Metropolitan Transportation Authority propose to delay construction by one year, from FY 19-20 to FY 20-21, for the Rosecrans/Marquardt Grade Separation project in Los Angeles County. (PPNO 2002A) STIP Amendment 18S-16	2.1b.	Teresa Favila Bruce De Terra	I	D
ALLOCATIONS					
SHOPP Program					
Minor Program Allocations					
65	Request of \$8,250,000 for five District Minor projects. Resolution FP-18-51	2.5a.	Teri Anderson Bruce De Terra	A	D
SHOPP Allocations					
66	Request of \$328,825,000 for 31 SHOPP projects. Resolution FP-18-52 (Related Item under Ref. 4.13)	2.5b.(1)	Teri Anderson Bruce De Terra	A	D
SHOPP Capital Outlay Support Allocations					
67	Request of \$78.1 million for 82 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) – \$49.8 million for 54 2018 SHOPP phases. 2.5b.(2b) – \$28.3 million for 28 2018 SHOPP – SB1 phases. Resolution FP-18-53 (Related Item under Ref. 2.1a.(1) & 2.2c.(1).)	2.5b.(2)	Teri Anderson Bruce De Terra	A	D
Advance - SHOPP Allocations					
68	Request of \$353,789,000 for four SHOPP projects programmed in FY 19-20. Resolution FP-18-61 (Related Items under Ref. 2.5c.(4) & 2.5s.(6).)	2.5b.(4)	Teri Anderson Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	<u>STIP Allocations</u>				
69	Request of \$7,637,000 for 10 locally-administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$4,378,000 for six STIP projects. 2.5c. (3b) -- \$3,259,000 for four STIP Planning, Programming, and Monitoring projects. Resolution FP-18-54	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
	<u>STIP Transit Allocations</u>				
70	Request of \$26,200,000 for the locally-administered STIP Transit Systemwide Light Rail Vehicles project, in Los Angeles County. (PPNO 07-4025) Resolution MFP-18-07	2.6a.(1)	Teresa Favila Ron Sheppard	A	D
	<u>STIP Rail Allocations</u>				
71	Request of \$2,000,000 for the locally-administered STIP Rail Del Mar Bluffs Stabilization Project 4 project, in San Diego County. (PPNO 75-2108) Resolution MFP-18-08	2.6a.(2)	Teresa Favila Ron Sheppard	A	D
	<u>Advance – STIP Allocations</u>				
72	Request of \$7,400,000 for the State-Administered STIP State Route 70 Passing Lanes (Segment 1) project, on the State Highway System, in Butte County, programmed in FY 19-20. (PPNO 03-9801) Resolution FP-18-55 (Related Item under Ref. 2.5b.(4).)	2.5c.(4)	Teresa Favila Bruce De Terra	A	D
	<u>Transit & Intercity Rail Capital Program(TIRCP)</u>				
	<u>TIRCP Allocations</u>				
73	Request of \$1,555,000 for the Blue Line Rail Corridor Enhancement TIRCP project in San Diego County. (PPNO CP032) 2.6g.(1b) - \$1,555,000 for one TIRCP SB1 Augmentation for PTA project. Resolution TIRCP-1819-07	2.6g.(1)	Teresa Favila Ron Sheppard	A	D
	<u>Proposition 1B Program</u>				
	<u>Trade Corridor Improvement Fund (TCIF) Program Allocations</u>				
74	Request of \$5,430,000 for TCIF Rail Project 129- Everport Terminal Berth Efficiency and Emission Reduction Project, in Los Angeles County. (PPNO 75-TC129) Resolution TCIF-A-1819-02 (Related Item under Ref. 4.17.)	2.5g.(5)	Dawn Cheser Ron Sheppard	A	D
	<u>Senate Bill 1 Program</u>				
	<u>Local Partnership Program (LPP)</u>				
75	Request of \$3,704,000 for two locally-administered LPP projects, off the State Highway System. 2.5s.(3a) - \$3,704,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-20	2.5s.(3)	Christine Gordon Rihui Zhang	A	D
	<u>Advance – LPP Allocations</u>				
76	Request of \$822,000 for the locally-administered SB1 LPP-Formulaic Cabrillo Boulevard Pedestrian Improvements project, off the State Highway System, in Santa Barbara County, programmed in FY 19-20. (PPNO 05-1834B) Resolution LPP-A-1819-21	2.5s.(4)	Christine Gordon Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Multi Funded – SCCP/LPP Project Allocation				
77	Request of \$85,370,000 for the multi-funded/State-Administered SCCP/LPP US 101 Marin-Sonoma Narrows Segment C2 – HOV Lanes Gap Closure project, on the State Highway System, in Sonoma County. (PPNO 04-0360Q) Resolution SCCP-A-1819-06 Resolution LPP-A-1819-22	2.5s.(5)	Matthew Yosgott	A	D
	Advance – SCCP Allocations				
78	Request of \$90,000,000 for the State-Administered SCCP US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Avenue) project, on the State Highway System, in Sacramento County, programmed in FY 19-20. (PPNO 03-3301) Resolution SCCP-A-1819-08 <i>(Related Item under 2.5b.(4).)</i>	2.5s.(6)	Matthew Yosgott	A	D
	Multi Funded TCEP/STIP Project Allocation				
79	Request of \$26,000,000 for the multi-funded/locally-administered TCEP/STIP Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project, on the State Highway System, in Los Angeles County. (PPNO 07-5338) Resolution TCEP-A-1819-08 Resolution FP-18-58 <i>(Related Items under Ref. 4.23 & 2.2c.(1).)</i>	2.5s.(7)	Dawn Cheser Bruce De Terra	A	D
	Multi-Funded TCEP/STIP/Proposition 1B SR99 Project Allocation				
80	Request of \$43,080,000 for the multi-funded/State-Administered TCEP/STIP/SR99 Livingston Widening Northbound project, on the State Highway System, in Merced County, programmed in FY 21-22. (PPNO 10-0161A) Resolution TCEP-A-1819-09 Resolution FP-18-59 Resolution R99-A-1819-02	2.5s.(8)	Dawn Cheser Bruce De Terra	A	D
	Active Transportation Program (ATP)				
	ATP Allocations				
81	Request of \$26,475,000 for 18 locally-administered ATP projects. 2.5w.(1a) -- \$11,603,000 for 11 ATP projects. 2.5w.(1b) -- \$14,872,000 for seven ATP SB1 Augmentation projects. Resolution FATP-1819-08 <i>(Related Items under 2.2c.(2) & 2.2c.(5) & 2.2c.(7).)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Advance – ATP Allocations				
82	Request of \$2,601,000 for two locally-administered ATP projects, programmed in FY 19-20. 2.5w.(2a) -- \$2,601,000 for two ATP project programmed in FY 19-20. Resolution FATP-1819-09	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
83	Request of \$95,000 for the locally administered ATP Las Lomas Drive Bicycle Lane and Pedestrian Project, in Monterey County, programmed in FY 20-21. (PPNO 05-2810) Resolution FATP-1819-10	2.5w.(3)	Laurie Waters Rihui Zhang	A	D
	TIME EXTENSION REQUESTS				
	Project Allocation Time Extension				
84	Request to extend the period of allocation for nine ATP projects, per ATP Guidelines. Waiver 19-07	2.8a.(2)	Laurie Waters Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	<u>Contract Award Time Extension</u>				
85	Request to extend the period of contract award for eight SHOPP projects, on the State Highway System, per Resolution G-06-08. Waiver 19-08	2.8b.(1)	Teri Anderson Bruce De Terra	A	D
86	Request to extend the period of contract award for two Active Transportation Program projects, per ATP Guidelines. Waiver 19-09	2.8b.(2)	Laurie Waters Rihui Zhang	A	D
87	Request to extend the period of contract award for the MacArthur Drive Widening and Reconstruction project, in San Joaquin County, STIP off the State Highway System, per STIP Guidelines. (PPNO 6629) Waiver 19-10	2.8b.(3)	Teresa Favila Rihui Zhang	A	D
88	Request to extend the period of contract award for two locally-administered LPP projects, per 2018 LPP Guidelines. Waiver 19-11	2.8b.(4)	Christine Gordon Rihui Zhang	A	D
	<u>Project Completion Time Extension</u>				
89	Request to extend the period of project completion for the Gilroy Moves program project, in Santa Clara County, per ATP Guidelines. (PPNO 2150C) Waiver 19-12	2.8c.(1)	Laurie Waters Rihui Zhang	A	D
90	Request to extend the period of project completion for the State-Administered Truck Climbing Lanes and Shoulder Stage 3 SHOPP project on Interstate 80 in Placer County, per the Interim SHOPP Guidelines. (PPNO 5067) Waiver 19-14	2.8c.(2)	Teri Anderson Bruce De Terra	A	D
	<u>Project Development Expenditure Time Extension</u>				
91	Request to extend the period of development expenditure for two ATP projects, per ATP Guidelines. Waiver-19-13	2.8d.	Laurie Waters Rihui Zhang	A	D
	<u>OTHER MATTERS / PUBLIC COMMENT</u>				
	<u>ADJOURN</u>				

<u>Highway Financial Matters</u>		
\$ 813,964,000	Total SHOPP/Minor	
\$ 15,037,000	Total STIP	
\$ 5,430,000	Total Proposition 1B	
\$ 29,171,000	Total ATP	
\$ 179,896,000	Total SB1	
\$ 69,080,000	Total SB1 Multi-funded	
\$ 40,097,000	Total Supplemental	
\$1,152,675,000	Sub-Total Highway Allocations	
\$ 72,543,000	Delegated Allocations	
\$1,225,218,000	TOTAL VALUE	
22,054	TOTAL JOBS CREATED	
\$ 1,271,000	Total De-allocations/Project savings.	

Tab #	Item Description	Ref. #	Presenter	Status*
	<u>Mass Transportation Financial Matters</u>			
	\$ 28,200,000	STIP Rail		
	\$ 1,555,000	TIRCP		
	\$ 29,755,000	TOTAL VALUE		
	536	TOTAL JOBS CREATED		

CALIFORNIA TRANSPORTATION COMMISSION

1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245

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

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

Mr. Paul Van Konynenburg, Vice Chair
Britton Konynenburg Partners
6373 Stoddard Road
Modesto, CA. 95356

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

Ms. Yvonne B. Burke
1120 N Street MS-52
Sacramento, CA 95814

Ms. Lucetta Dunn
Orange County Business Council
2 Park Plaza, Suite 100
Irvine, CA 92614

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

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

Ms. Christine Kehoe
1120 N Street MS-52
Sacramento, CA 95814

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

Ex-Officio Members

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

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

Executive Director
Ms. Susan Bransen
1120 N Street, Room 2231 (MS-52)
Sacramento, CA 95814
(916) 654-4245

1.12

WELCOME TO THE REGION

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 1.2
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR JANUARY 30-31, 2019**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the January 30-31, 2019 Commission meeting?

RECOMMENDATION:

Commission staff recommends that the Commission approve the meeting minutes for the January 30-31, 2019 Commission meeting.

BACKGROUND:

California Code of Regulations, Title 21 CA ADC §8012, requires that:

The commission shall keep accurate minutes of all meetings and make them available to the public. The original copy of the minutes is that signed by the executive secretary and is the evidence of taking any action at a meeting. All resolutions adopted at a meeting shall be entered in the text of the minutes by reference.

In compliance with Title 21 CA ADC §8012, the Commission's Operating Procedures (May 11, 2011) require that as an order of business, at each regular meeting of the Commission, the minutes from the last meeting shall be approved by the Commission.

Attachment:

Attachment A: January 30-31, 2019 Meeting Minutes

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

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

January 30-31, 2019

Rocklin, California

Wednesday, January 30, 2019

1:00 PM

Commission Meeting

Rocklin Event Center

Ballroom

2650 Sunset Blvd

Rocklin, CA 95677

Thursday, January 31, 2019

9:00 AM

Commission Meeting

Rocklin Event Center

Ballroom

2650 Sunset Blvd

Rocklin, CA 95677

* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California State Transportation Agency (CalSTA) item.

FREQUENTLY USED TERMS: California Transportation Commission (Commission or CTC), California Department of Transportation (Department or Caltrans), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), Traffic Congestion Relief Program (TCRP), Public Transportation Account (PTA), Clean Air and Transportation Improvement Act of 1990 (Proposition 116), High Speed Passenger Train Bond Program (Proposition 1A), Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Corridor Mobility Improvement Account (CMIA), State Route 99 Bond Program (RTE or SR 99), Local Bridge Seismic Retrofit Account (LBSRA), Trade Corridors Improvement Fund (TCIF), Highway-Railroad Crossing Safety Account (HRCSA), State-Local Partnership Program (SLPP), Traffic Light Synchronization Program (TLSP), Letter of No Prejudice (LONP), Environmental Phase (PA&ED), Design Phase (PS&E), Right of Way (R/W), Fiscal Year (FY), Active Transportation Program (ATP), Intercity Rail (ICR), California Aid to Airports Program (CAAP), Acquisition & Development (A&D), Transit and Inter-City Rail Capital Program (TIRCP), Transportation Facilities Account (TFA), Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP), Local Streets and Roads Program (LSRP), Solutions for Congested Corridors Program (SCCP).

GENERAL BUSINESS					
1	Roll Call		1.1	Fran Inman	I C
Chair Fran Inman		Present	Commissioner Jim Ghielmetti		Present
Commissioner Bob Alvarado		Absent	Commissioner Carl Guardino		Present
Commissioner Yvonne Burke		Present	Commissioner Christine Kehoe		Present
Commissioner Lucetta Dunn		Present	Commissioner Joe Tavaglione		Present
Commissioner Jim Earp		Present	Commissioner Paul Van Konynenburg		Present
TOTAL		Present: 9 Absent: 1			
Senator Jim Beall, Ex-Officio			Present		
Assembly member Jim Frazier, Ex-Officio			Present		

2	Election of Commission Chair and Vice Chair	1.14	Fran Inman	A	C
---	---	------	------------	---	---

Recommendation: Nomination of Fran Inman as Chair and Paul Van Konynenburg as Vice-Chair

Action Taken: Approved

Motion: Ghielmetti

Second: Tavaglione

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – March 13-14, 2019 in Los Angeles, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
8	Commissioner Reports	1.4	Fran Inman	A	C

Chair Inman and Commissioner Earp provided reports for this informational item.

Chair Inman announced committee assignments for 2019 as follows:

Aeronautics Committee

Commissioner Tavaglione
Commissioner Van Konyneburg
Commissioner Kehoe

Mass Transit Committee:

Commissioner Burke
Commissioner Guardino

Streets and Highways Committee:

Commissioner Alvarado
Commissioner Ghielmetti
Commissioner Tavaglione

Planning Committee:

Commissioner Dunn
Commissioner Ghielmetti
Commissioner Kehoe
Commissioner Burke

Road Charge Technical Advisory Committee:

Commissioner Dunn

Chair Inman also announced she had appointed Jim Madaffer to the Road Charge Technical Advisory Committee as a member.

9	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
---	--	-----	-------------	---	---

California State Transportation Agency Secretary Brian Annis presented this informational item.

10	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
----	--	-----	---------------	---	---

California Department of Transportation Director Laurie Berman presented this informational item.

11	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
----	--	------	-----------------	---	---

FHWA's California Division Administrator Vince Mammano presented this informational item.

12	Regional Agencies Moderator	1.8	Luke McNeel-Caird	I	R
----	-----------------------------	-----	-------------------	---	---

Regional Agencies Moderator Luke McNeel-Caird presented this informational item.

13	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
----	---------------------------------	-----	--------------	---	---

Rural Counties Task Force Chair Maura Twomey presented this informational item.

14	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
----	---	------	------------	---	---

Self Help Counties Coalition Executive Director Keith Dunn presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status	
3	Welcome to the Region	1.12	Mike Luken Ken Broadway Wes Heathcock	I	R

Placer County Transportation Planning Agency's Ken Broadway, Wes Heathcock and Mike Luken presented this informational item.

4	Approval of Minutes for December 5-6, 2018	1.2	Fran Inman	A	C
---	--	-----	------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Van Konyneburg **Second:** Dunn **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

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

Approval of Minutes for December 5-6, 2018

Pink Replacement Item

5	Approval of Minutes for the December 4, 2018 Joint Meeting with the California Air Resources Board	1.13	Fran Inman	A	C
---	--	------	------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Kehoe **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

6	Commissioner Meetings for Compensation—	1.5	Fran Inman	A	C
---	---	-----	------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

REPORTS					
7	Commission Executive Director	1.3	Susan Bransen	A	C

Recommendation: Approval of Revised 2019 Meeting Schedule

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

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

Commission Executive Director Report

Yellow Meeting Handout

Updated 2019 Meeting Schedule for the California Transportation Commission

Tab #	Item Description	Ref. #	Presenter	Status
POLICY MATTERS				
15	State and Federal Legislative Matters	4.1	Paul Golaszewski	A C

Recommendation: Approval of staff recommendations

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

State and Federal Legislative Matters

Pink Revised Item

16	Overview of Upcoming Round Table Discussions Sponsored by the University of California Institute of Transportation Studies	4.3	Garth Hopkins Dan Sperling	I	C
----	--	-----	-------------------------------	---	---

Commission Deputy Director Garth Hopkins, and UC Davis Institute for Transportation Studies Founder Dan Sperling presented this informational item.

Speakers:

Bill Higgins – California Association of Councils of Governments

17	Workshops to Develop Policy Recommendations to Reduce Greenhouse Gas Emissions from the Transportation Sector	4.11	Paul Golaszewski	A	C
----	---	------	------------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado and Guardino

Vote result: 8-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

Speakers:

Chris Lee – California State Association of Counties

Derek Dolfie – League of California Cities

18	Budget and Allocation Capacity	4.2	Paul Golaszewski Clark Paulsen	I	D
----	--------------------------------	-----	-----------------------------------	---	---

Commission Deputy Director Paul Golaszewski and Caltrans Division Chief for Budgets Clark Paulsen presented this informational item.

19	Overview of the Development Process for the 2020 STIP Fund Estimate	4.14	Paul Golaszewski Clark Paulsen	I	D
----	---	------	-----------------------------------	---	---

Commission Deputy Director Paul Golaszewski and Caltrans Division Chief for Budgets Clark Paulsen presented this informational item.

20	California Conservation Corps - Active Transportation Program	4.9	Meghan Pedroncelli Bruce Saito	I	C
----	---	-----	-----------------------------------	---	---

Commission Associate Deputy Director Anja Aulenbacher and Director of the California Conservation Corps Bruce Saito presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
21 Timed Item 2:30 pm	Hearing on the 2019 Active Transportation Program – Statewide and Small Urban & Rural Components Staff Recommendations	4.6	Laurie Waters	I	C

Commission Associate Deputy Director Laurie Waters presented this informational item.

Speakers:

Marcella Clem – Humboldt County Association of Governments
 Rye Buerge – Southern California Association of Governments
 James Winslow – City of Goleta
 Anne Richman – Metropolitan Transportation Commission
 Carlos Rios – City of Los Angeles
 Andrew Antwih – Los Angeles County Metropolitan Transportation Authority
 Sarkes Khachek – Central Coast Coalition
 Mike Luken – Placer County Transportation Planning Agency
 Jonathan Matz – Safe Routes to School National Partnership
 Esther Rivera – California Walks
 Linda Khamoushian – California Bicycle Coalition
 Rene Guerrero – City of Pomona

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

Hearing on the 2019 ATP Program

Statewide and Small Urban & Rural Components Staff Recommendations

Pink Revised Item

Pink Supplement Item – Caltrans

(Meeting Handouts- 10 Letters to CTC on 2019 ATP Program)

22	Adoption of 2019 Active Transportation Program – Statewide and Small Urban & Rural Components Resolution G-19-01	4.7	Laurie Waters	A	C
----	--	-----	---------------	---	---

Recommendation: Approval of staff recommendations as revised

Action Taken: Approved

Motion: Guardino

Second: Earp

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Adoption of the 2019 ATP Program

Statewide and Small Urban & Rural Components

Pink Revised Item

23	Amendment to the 2019 Local Partnership Formulaic Program Resolution G-19-02, Amending Resolution G-18-44	4.8	Christine Gordon	A	C
----	---	-----	------------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Guardino

Second: Tavaglione

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
24	Caltrans Advanced Mitigation Program Guidelines Update	4.4	Garth Hopkins Amy Bailey	A	D

Recommendation: Approval of transmittal of comment letter

Action Taken: Approved

Motion: Van Konyenburg **Second:** Dunn **Recused:** None **Absent:** Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

Speakers:

Kenneth Kao - Metropolitan Transportation Commission

25	Presentation and Comments on the Proposed Amendments to the Procedures for Discharges of Dredged or Fill Material to Waters of the State	4.26	Laura Pennebaker Jeremy Ketchum Karen Mogus	A	C/D
----	--	------	---	---	-----

Recommendation: Approval to submit comment letter to every State Water Resources Control Board member.

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Alvarado and Ghielmetti

Vote result: 8-0

Ayes: Burke, Dunn, Earp, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

Speakers:

David Leamon – Stanislaus County Public Works Director

26	Caltrans and California Trucking Association Pusher Truck Partnership Program	4.10	Laura Pennebaker Eric Sauer	I	C
----	---	------	--------------------------------	---	---

Commission Associate Deputy Director Laura Pennebaker and Senior Vice-President of Government Affairs for the California Trucking Association Eric Sauer presented this informational item.

INFORMATION CALENDAR		Chris Travis			
27	Informational Reports on Allocations Under Delegated Authority	3.2		I	D
	Emergency G-11 Allocation (2/27/18) \$1M for two projects				
	SHRP Safety 210 Allocation (2/27/18) \$4.75M for two projects				
	Minor G-06-18 Allocation (2/27/18) \$750,000 for two projects				

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:

Informational Reports on Allocations Under Delegated Authority:

Under the Book Item Attachment for 2.5f.(1), for:

- Project 5 (PPNO 6979/EA 0Y630) – 06-Tul-190 – Near Camp Nelson- Revise the following items:
 - In the third column, the programming amount for "CON ENG" should be **\$100,000** not \$1,000,000
 - The "Supplemental G-11 Allocation 11/19/2018" should be **\$1,000,000** not \$1,900,000
 - The "Revised Allocation" should be **\$1,850,000** not \$2,750,000

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

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b		I D

This item was presented as part of the Information Calendar.

30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c		I D
----	---	------	--	-----

This item was presented as part of the Information Calendar.

31	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		I D
----	--	-----	--	-----

This item was presented as part of the Information Calendar.

32	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation, per SB 184	4.1		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:

Monthly Report on Local & Regional Notices of Intent to Expend Fund on Programmed STIP Projects Prior to Commission Allocation, per SB 184

Yellow Meeting Handout
(Attachment only)

33	Commission Comment Letters on Notices of Preparation and Draft Environmental Impact Reports	4.16		I C
----	---	------	--	-----

This item was presented as part of the Information Calendar.

Quarterly Reports – Fiscal Year 2018-19 – First Quarter				
34	Caltrans Rail Operations Report	3.6		I D

This item was presented as part of the Information Calendar.

Other Reports				
35	Final Expenditures for STIP Projects	3.7		I D

This item was presented as part of the Information Calendar.

36	Traffic Congestion Relief Program Annual Report	4.15		I D
----	---	------	--	-----

This item was presented as part of the Information Calendar.

BEGIN CONSENT CALENDAR			Chris Traina	
-------------------------------	--	--	--------------	--

Recommendation: Approval as revised

Action Taken: Approved

Motion: Kehoe

Second: Burke

Recused: None

Absent: Alvarado and Ghielmetti

Vote result: 8-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*
37	Approval of Project for Future Consideration of Funding 01 – Humboldt County Anne and Mary Trail Phase I Construct a Class I multi-use trail (MND) (RPNC 2223) (A/P) Resolution E-18-10 (Added item under Tab 36 on 1/11)	2223		A C

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

38	Approval of Project for Future Consideration of Funding 03 – El Dorado County El Dorado Trail Mission Flat Road to El Dorado Construct a Class I Trail-Use trail (MND) (RPNC 1224A + 1224B) (A/P, CMAQ) Resolution E-19-11 (Added item under Tab 36 on 1/11)	1224		A C
----	--	------	--	-----

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

39	Approval of Project for Future Consideration of Funding 03 – Sacramento County Folsom Boulevard Complete Streets Phase I Construct pedestrian and bicycle infrastructure on Folsom Boulevard (MND) (RPNC 1095) (A/P) Resolution E-19-12 (Added item under Tab 36 on 1/11)	2241		A C
----	---	------	--	-----

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

40	Approval of Project for Future Consideration of Funding 03 – Sacramento and Yolo Counties Downbow River and Stream Project Construct 3.4 mile stream segment from West Sacramento to Midtown Sacramento (MND) (RPNC 1095) (Proposition 1A, CMAQ) Resolution E-19-13 (Added item under Tab 36 on 1/11)	2245		A C
----	--	------	--	-----

Item was withdrawn prior to the meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
41	<p>Approval of Projects for Future Consideration of Funding 11-14-20 PM 5:58 San Pedro Creek Bridge Project Replace existing bridge on State Route 27 in Trinity County (MND) (PPND 1107) (SH-055) Resolution E-19-01 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM 5:58 Small Creek Bridge Replacement Project Replace existing bridge on State Route 3 in Trinity County (MND) (PPND 1045) (SH-055) Resolution E-19-02 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM Various State Route 141 and 15 Bridge Seismic Retrofit Project Seismic retrofit of four bridges on SR 141 in Butte and San Joaquin Counties (MND) (PPND 1030) (SH-055) Resolution E-19-03 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM 2:04 Repetto Canyon Bridge Project Construct safety improvements on a section of State Route 10 in Monterey County (MND) (PPND 1231) (SH-055) Resolution E-19-04 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM 7:11 San Juan River Bridge Project Replace existing bridge on State Route 16 in Fresno County (MND) (PPND 1031) (SH-055) Resolution E-19-05 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM Various San Joaquin River Bridge Project Replace existing bridge on State Route 99 and interchange and 10th St. in Fresno and Kings Counties (MND) (PPND 1032) (SH-055) Resolution E-19-06 (Revised Item Under Ref. 19-01)</p> <p>12-14-20 PM 4:14:0 State Route Bridge Roadway Realignment Project Curve correction on the east end of Middle River Bridge on State Route 99 in San Joaquin County (MND) (PPND 1177) (SH-055) Resolution E-19-07 (Revised Item Under Ref. 19-01)</p> <p>10-5-18 PM 12:00:00, 10-14-18 PM 0:00:00 State Route 85 Drainage System Project Replace existing and construct new culverts along State Route 85 in San Joaquin and Fresno Counties (MND) (PPND 1141) (SH-055) Resolution E-19-08 (Revised Item Under Ref. 19-01)</p> <p>12-04-18 PM 1:11:18 Interstate 5/Kennel Avenue interchange improvements Project Construct median and interchange improvements on I-5 and Kennel Ave in Orange County (MND) (EA 08370) (Local) Resolution E-19-09</p>	12-14-20		A	U

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

Tab #	Item Description	Ref. #	Presenter	Status*
42	Four Right-of-Way Resolutions 01-APR-155-PM 09/32 Right of way on State Route 185 (E 14 th Street and Wilson Boulevard) from the San Leandro city boundary to the Hayward city boundary, in the county of Alameda Resolution R-4015 06-TU-216-PM 07/246 Right of way along State Route 216 (Houston Avenue) on North Lovers Lane, McAuliff Street, and McAuliff Court, in the city of Victoria Resolution R-4016 06-KIN-108-PM 04/47 Right of way along State Route 145 on 19 th Avenue and Pine Avenue, in the city of Livermore Resolution R-4017 01-APR-144-PM 50/0612 Right of way along Route 14 from 1.4 miles south of and 0.5 miles north of the junction with State Route 175, in the county of Kern Resolution R-4021	2.34		A D

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

43	One Vacation Resolution 03-MAR-70-PM R2 & R3.0 SSH Vacation Right of Way along State Route 70 from 0.15 mile south of and 0.90 mile north of Mountain Road, in the county of Santa Resolution R-3911	2.36		A D
----	---	------	--	-----

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

44	Two Rescinding Resolutions of Necessity 06-TU-137-PM 18-5/166 Cynthia C. Gregory, Trustee of The Cohen Gregory Revocable Trust, dated January 9, 2003 and Donald D. Gregory as to an undivided one-half interest, and Paul C. Richter III and Clara D. Richter, husband and wife as community property, as to an undivided one-half interest Resolution CR-161 06-TU-137-PM 18-5/168 Donald D. Gregory, Trustee of the Donald D. Gregory Revocable Trust dated October 2, 2000 as to an undivided one-half interest, and Paul C. Richter III and Clara D. Richter, husband and wife as community property, as to an undivided one-half interest Resolution CR-162	2.42		A D
----	---	------	--	-----

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

Tab #	Item Description	Ref. #	Presenter	Status*
45	23 Resolutions of Necessity Resolutions C-21673 through C-21695	2.4b		A D

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

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

23 12 Resolutions of Necessity –

Resolutions C-21673 through C-21695 C-21677, Resolution C-21683 through C-21685, Resolution C-21687, Resolution C-21690, Resolution C-21692 and Resolution C-21694

➤ Resolution C-21678, (07-LA-71-PM 1.9, Parcel 78438-1; EA 210609) – Isauro Velasco and Rosalva Velasco.

Withdrawn prior to the CTC meeting

➤ Resolution C-21679, (07-LA-71, PM 1.8, Parcel 78487-1; 210609) – David Ruiz Peres and Sonia Lozano

Withdrawn prior to the CTC meeting

➤ Resolution C-21680, (07-LA-71-PM 1.9, Parcel 78495-1; EA 210609) – Arres I. Gantino

Withdrawn prior to the CTC meeting

➤ Resolution C-21681, (07-LA-71-PM 1.9, Parcel 80830-1; EA 210609) – Felix T. Grossman

Withdrawn prior to the CTC meeting

➤ Resolution C-21682, (07-LA-71-PM 1.9, Parcel 80823-1, EA 210609) – Rebecca M. Ramos.

Withdrawn prior to the CTC meeting

➤ Resolution C-21686 (09-Iny-6; PM 0.1-Parcel 3982-1; EA 345709) – The City of Los Angeles, a municipal corporation

Withdrawn prior to the CTC meeting

➤ Resolution C-21688 (11-SD-5; PM 46.6 - Parcel 35483-1; EA 2T2119) -6125 Paseo Del Norte LLC, A California limited liability company

Withdrawn prior to the CTC meeting

➤ Resolution C-21689 (12-Ora-5, PM 14.2 – Parcel 20244-1; EA 0K0219) – Pacific Bell, a California Corporation and the Pacific Telephone and Telegraph Company, a California Corporation

Withdrawn prior to the CTC meeting

➤ Resolution C-21691 (12-Ora-5; PM 13.0 - Parcel 202058-1, 2, 3, 4; EA 0K0219) Tesoro South Coast Company, LLC, a Delaware limited liability company.

Withdrawn prior to the CTC meeting

➤ Resolution C-21693 (12-Ora-5; PM 13.8- Parcel 202063-1, 2; EA 0K0219) Crown Valley Holdings, LLC, a Delaware Limited liability company.

Withdrawn prior to the CTC meeting

➤ Resolution C-21695 (12-Ora-5; PM 14.2-Parcel 202068-1, 2; EA 0K0219) Business Properties Partnership No. 6, a California general partnership.

Withdrawn prior to the CTC meeting.

46	Director's Deeds Items 1 through 10 Parcel 202068-1, 2; EA 0K0219 Parcel 202068-1, 2; EA 0K0219	2.4d		A D
----	--	------	--	-----

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

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

Director's Deeds - Items 1 through 10

➤ Director's Deed 01 02-Plu-89 Post Mile (PM 40.5) Lake Almanor.

Withdrawn at the Meeting.

Disposal Units #DK 2447-05-02 1.84 acres

Disposal Units #DK 2447-05-03 \$0 Appraisal (Appraisal N/A)

Convey to: Pacific Gas and Electric

Tab #	Item Description	Ref. #	Presenter	Status*	
27	<p>Allocation Amendments - Proposition 1B Transit Line 1 Synchronization Program Projects</p> <p>Request to allocate a combined total of \$1,297,110 from the following projects, due to savings at project close out:</p> <ul style="list-style-type: none">\$15,000 from TLSP Project California Boulevard in Los Angeles County (Project 07-0754) (2018) Resolution TLS1B-AA-1818-13 Amending Resolution TLS1B-AA-1112-003\$10,000 from TLSP Project Hill Avenue in Los Angeles County (Project 07-0725) (2018) Resolution TLS1B-AA-1818-16 Amending Resolution TLS1B-AA-1112-003\$8,000 from TLSP Project Los Rios Avenue in Los Angeles County (Project 07-0728) (2018) Resolution TLS1B-AA-1818-17 Amending Resolution TLS1B-AA-1112-003\$291,913 from TLSP Project Smart Corridor Projects in San Mateo County (Project 04-0805) (2018) Resolution TLS1B-AA-1818-18 Amending Resolution TLS1B-AA-1112-010 Resolution STIR1B-AA-1818-01 Amending Resolution STIR1B-AA-1113-004\$460,154 from TLSP Project Smart Corridor Projects in San Mateo County (Project 04-0805) (2018) Resolution TLS1B-AA-1818-19 Amending Resolution TLS1B-AA-1213-01\$10,433 from TLSP Project Smart Corridor Projects in San Mateo County (Project 04-0805) (2018) Resolution TLS1B-AA-1818-20 Amending Resolution TLS1B-AA-1112-006	1/30/19 2:15 PM		A	D

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

28	<p>Allocation Amendments - Proposition 1B Intensity Reduction Program Projects</p> <p>Request to allocate a combined total of \$67,000 from the following projects, due to savings from completion of the project:</p> <ul style="list-style-type: none"> \$198,000 in PS&E from the Van Nuys North Platform Project (PPND 75-2113) (2018) Resolution ICR1B-AA-1818-01 Amending Resolution ICR1B-AA-1314-01 \$410,000 in PS&E from Bayview to Breaux Double Track Project (PPND 75-2035) (2018) Resolution ICR1B-AA-1818-02 Amending Resolution ICR1B-AA-1314-02 <p>(Passed with amendments 1/24/19 2:15 PM)</p>	2/1/19 2:30 PM		A	D
----	---	-------------------	--	---	---

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

Tab #	Item Description	Ref. #	Presenter	Status*	
49	Amendment – Local Partnership Program (Formulaic): Amend Resolution LPP-A-1819-07 to revise the project description for the LPP Program Amendment approved in October 2018 under Resolution G-18-44. There is no change to the originally approved allocation amount. Resolution LPP-A-1819-19, Amending Resolution LPP-A-1819-07	2.6s.(1)		A	D

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

50	<u>Allocation Amendment for Proposition 116 Rail Bond Program Projects:</u> Request to deallocate a combined total of \$2,250,344, from the following projects, due to savings at project close out: <ul style="list-style-type: none"> \$429,778 from the Sand Canyon Avenue Grade Separation project in Orange County. (PPNO 9651) (2.6b.(1).) Resolution BFA-18-01, Amending Resolution BFP-09-07 \$1,820,566 from the Orange County Metrolink Fiber Optics Installation project in Orange County. (PPNO 9523) (2.6b.(2).) Resolution BFA-18-02, Amending Resolution BFP-09-03 (Related Items under Refs 2.1d & 2.6b.(3).) 	2.6b.(1) – 2.6b.(2)		A	D
----	---	------------------------	--	---	---

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

END OF CONSENT CALENDAR

ENVIRONMENTAL MATTERS					
51	<u>Approval of Project for Future Consideration of Funding:</u> 05-SCr-1, R7.24/16.13 Santa Cruz State Route 1 Project Roadway improvements on a portion of State Route 1 in Santa Cruz County. (FEIR) (PPNO 0073A) (STIP) Resolution E-19-14 (Related Item under Ref. 2.5c.(2).)	2.2c.(6)	Jose Oseguera Jeremy Ketchum	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Guardino

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

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

Approval of Project for Future Consideration of Funding:

05-SCr-1, R7.24/16.13

Santa Cruz State Route 1 Project (PPNO 0073A)

Meeting Handout
(Letter from SCCRTC to CTC)

Tab #	Item Description	Ref. #	Presenter	Status*
RIGHT OF WAY MATTERS				
52	Wireless Program Renewal – Approve renewal of Caltrans' Wireless Program with minor change to the Master License Agreement and update pricing matrix. Resolution G-19-04. Amending Resolution G-18-25	4.18	Teri Anderson Jennifer S. Lowden	A D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

PROGRAM STATUS					
53	Caltrans' Project Delivery Update <ul style="list-style-type: none"> Project Delivery Quarterly Report – FY 18-19 – First Quarter 	3.5	Chris Traina Mike Keever	I	D

Commission Deputy Director Chris Traina and Caltrans Acting Division Chief for Project Management Michael Keever presented this informational item.

Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent					
54	Request for an allocation of \$27,800,000 (29 percent increase) in Construction Capital, and \$2,990,000 (8 percent increase) in Construction Support for a SHOPP Pavement Rehabilitation project on State Route 20 in Sutter County. (PPNO 8132) Resolution FP-18-43	2.5d.(1)	Chris Traina Amarjeet Benipal	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Ghielmetti

Recused: None

Absent: Alvarado and Burke

Vote result: 8-0

Ayes: Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

55	Request for an allocation of \$1,817,000 (31 percent increase) in Construction Capital, and the originally programmed amount of \$970,000 in Construction Support, for a SHOPP drainage culvert replacement project on Interstate 5 in Los Angeles County. (PPNO 4847) Resolution FP-18-44	2.5d.(2)	Chris Traina John Bulinski	A	D
----	--	----------	-------------------------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Alvarado

Vote result: 9-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*
Supplemental Funds Request - Award				
56	Request for an additional \$952,000 in Construction Capital (25 percent increase) for a SHOPP Collision Severity Reduction project on State Route 68 in Monterey County. (PPNO 2378) Resolution FA-18-35	2.5e.(1)	Chris Traina Tim Gubbins	A D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti**Second:** Tavaglione**Recused:** None**Absent:** Alvarado**Vote result:** 9-0**Ayes:** Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None

57	Request for an additional \$2,985,000 in Construction Capital (46 percent increase) for a SHOPP Collision Severity Reduction project on United States Highway 395 in Mono County, to re-advertise and award. (PPNO 0615) Resolution FA-18-36	2.5e.(2)	Chris Traina Brent Green	A D
----	---	----------	-----------------------------	-----

Recommendation: Approval as revised**Action Taken:** Approved**Motion:** Earp**Second:** Burke**Recused:** None**Absent:** Alvarado**Vote result:** 9-0**Ayes:** Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:***Supplemental Funds Request – Award – Mono County (PPNO 0615) United States Highway 395 for \$2,985,000**

Revise the Agenda to read as:

"Request for an additional \$2,985,000 in Construction Capital (46 percent increase) for a SHOPP Collision Severity Reduction project on United States Highway 395 in Mono County, to re-advertise and award the construction contract."

In the Book Item, revise the following:

- On page 1, in the "Subject" line, the second line should read as "(PPNO 09-0615/EA 09-35780 – MONO COUNTY – STATE ROUTE UNITED STATES HIGHWAY 395")
- On page 1, under "Issue" and "Recommendation", revise the following in each to read as: "to re-advertise and award the construction contract."
- On page 3, under "Consequences" and "Resolution", revise the following in each to read as: "to re-advertise and award the construction contract"

Supplemental Funds Request - Complete Construction				
58	Request for an additional \$400,000 in Construction Capital (13 percent increase) for a SHOPP Roadside Safety Improvement project on State Route 97 in Siskiyou County, to complete construction. (PPNO 3477) Resolution FA-18-37	2.5e.(3)	Chris Traina Derek Willis	A D

Recommendation: Approval**Action Taken:** Approved**Motion:** Tavaglione**Second:** Dunn**Recused:** None**Absent:** Alvarado**Vote result:** 9-0**Ayes:** Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
POLICY MATTERS					
59	Use of Senate Bill 1 Funds for Workforce Development	4.12	Garth Hopkins Tim Rainey	I	R

Commission Deputy Director Garth Hopkins and California Workforce Development Board's Shrayas Jatkar presented this informational item.

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

Use of SB 1 Funds for Workforce Development

Meeting Handout

60	Draft State Highway Systems Management Plan	4.25	Chris Traina Michael Johnson	I	D
----	---	------	---------------------------------	---	---

Commission Deputy Director Chris Traina and Caltrans Deputy Director for Asset Management Michael Johnson presented this informational item.

PROGRAM UPDATES					
Senate Bill 1 Program					
61	Caltrans' Senate Bill 1 Quarterly Report – FY 18-19 – First Quarter	4.13	Robert Nelson Jim Davis	I	D

Commission Deputy Director Robert Nelson and Caltrans Senate Bill 1 Program Manager Jim Davis presented this informational item.

Active Transportation Program					
62	Caltrans' Active Transportation Program Report	4.5	Laurie Waters Rihui Zhang	I	D

Commission Associate Deputy Director Laurie Waters and Caltrans Division Chief for Local Assistance Rihui Zhang presented this informational item.

63	ATP Amendment for Approval: The County of San Bernardino proposes to amend Active Transportation Program Project Santa Ana River Trail Reaches B & C to revise the project scope. (PPNO 1202) Resolution ATP-A18-07	4.22	Laurie Waters	A	C
----	--	------	---------------	---	---

Recommendation: Approval of staff recommendation to deny the scope change

Action Taken: Request for scope change denied

Motion: Kehoe

Second: Tavaglione

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

Speakers:

Beatha Davis – San Bernardino Regional Parks District.

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

ATP Amendment for Approval- Santa Ana River Trail Reaches B&C Project

*Meeting Handout
(Slide Presentation)*

Tab #	Item Description	Ref. #	Presenter	Status*	
	<u>Baseline Agreements</u>				
64	<u>SB 1 Baseline Agreements:</u> State Highway Operation and Protection Program - (SHOPP) 6 Baseline Agreements for Approval. Resolution SHOPP-P-1819-10B <i>(Related Item under Ref. 2.5b.(2).)</i>	4.19	Teri Anderson	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg

Second: Dunn

Recused: None

Absent: Alvarado and Burke

Vote result: 8-0

Ayes: Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

65	Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs.	4.23	Dawn Cheser	I	C
----	---	------	-------------	---	---

Commission Associate Deputy Director Dawn Cheser presented this informational item.

66	<u>Proposition 1B Baseline Agreement:</u> State Route 99 Bond Program Baseline Agreement – Northbound Livingston Widening Project Resolution R99-P-1819-03	4.20	Matthew Yosgott	A	C
----	---	------	-----------------	---	---

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Kehoe

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

	<u>Proposition 1A High Speed Passenger Train Bond Program</u>				
67	<u>Proposition 1A High Speed Passenger Train Bond Program (Urban/Commuter) Amendment:</u> The Sacramento Regional Transit District proposes to reprogram the existing Sacramento Intermodal Facility Project as two separate projects, the Downtown/Riverfront Sac-West Sac Streetcar System project and the Sacramento Valley Station project. Resolution HST1A-P-1819-01, Amending Resolution HST1A-P-1718-01 <i>(Related Item under 2.2c.(5).)</i>	4.21	Teresa Favila	A	C

Item was withdrawn prior to the meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
	Proposition 116 Rail Bond Program				
68	Proposition 116 Program Amendment: Request to deprogram the savings from Sand Canyon Avenue Grade Separation Project and the Metrolink Fiber Optics Installation Project and increase program funds to the Laguna Niguel to San Juan Capistrano Passing and Siding Project in the Orange County Commuter/Intercity Rail Program of Projects. Resolution PA-19-01, Amending Resolution PA-14-01. <i>(Related Items under Ref. 2.6b.(1) & 2.6b.(3))</i>	2.1d.	Teresa Favila	A	C

Items 68 and 69 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Kehoe **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

69	Allocation Amendment - Proposition 116 Program: Request to increase the original allocation of Proposition 116 funding by \$2,250,344, from \$2,483,00 to \$4,733,344, for the Laguna Niguel to San Juan Capistrano Passing and Siding project in Orange County. (PPNO 2107) Resolution BFA-18-03, Amending Resolution BFP-18-01 <i>(Related Items under Ref. 2.1d. & 2.6b.(1).)</i>	2.6b.(3)	Teresa Favila Ron Sheppard	A	D
----	--	----------	-------------------------------	---	---

Items 68 and 69 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Kehoe **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Amendment – Proposition 116 Program – Laguna Niguel to San Juan Capistrano Passing & Siding Project (PPNO 2107)

In the Book Item Attachment, Revise the Resolution in the header as follows: Resolution BFP-18-03 **BFA-18-03**

--Agenda & Book Item are correct

Tab #	Item Description	Ref. #	Presenter	Status*	
	<u>Proposition 1B Program</u>				
70	<u>Proposition 1B Intercity Rail Improvement Program Amendment:</u> Request to reprogram a combined total in \$617,000 in PS&E to construction on the Van Nuys North Platform Project. Resolution ICR1B-P-1819-03 Amending Resolution ICR1B-P-1819-02 <i>(Related Item under 2.5a.(8a), 2.5a.(8b) & 2.5a.(8c))</i>	4.24	Teresa Favila Ron Sheppard	A	D

Items 70 and 71 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Van Konynenburg

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

71	<u>Allocation Amendment – Proposition 1B Intercity Rail Improvement Program Project:</u> Request to increase the original allocation amount by \$617,000, from \$30,500,000 to \$31,117,000, for Construction on the Van Nuys North Platform Project. (PPNO 2113) Resolution ICR1B-AA-1819-03 Amending Resolution ICR1B-AA-1516-02 <i>(Related Item under 2.5g.(8a), 2.5g.(8b) & 4.24)</i>	2.5g.(8c)	Teresa Favila Ron Sheppard	A	D
----	--	-----------	-------------------------------	---	---

Items 70 and 71 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Van Konynenburg

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

SHOPP PROGRAM					
SHOPP Program Amendments for Approval					
72	Request to: --Add 14 new projects into the 2018 SHOPP. --Revise 20 projects currently programmed in the 2018 SHOPP. SHOPP Amendment 18H-007 <i>(Related Item under Ref. 2.5b.(2).)</i>	2.1a.(1)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Earp

Second: Tavaglione

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status	
73	Amendment to the Major Damage Restoration Reserve for Fiscal Year 2018-19 Request of \$200,000,000, from \$340,000,000 to \$540,000,000 for the FY 18-19 Major Damage Restoration Reserve. Resolution G-19-03, Amending Resolution G-18-46	4.17	Chris Traina Dennis Agar	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Earp**Second:** Tavaglione**Recused:** None**Absent:** Alvarado, Burke and Dunn**Vote result:** 7-0**Ayes:** Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None

STIP PROGRAM					
STIP Program Amendments for Approval					
74	The Department and San Mateo City/County Association of Governments, in concurrence with the Metropolitan Transportation Commission, propose to amend the San Mateo and Santa Clara US 101 Managed Lanes Project, programmed in the STIP, LPP and SCCP, to reassign a portion of the scope of work into a new segment for early delivery in FY 2018-19. (PPNO 0658D) STIP Amendment 18S-11	2.1a.(2)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Van Konynenburg**Second:** Tavaglione**Recused:** None**Absent:** Alvarado, Burke and Dunn**Vote result:** 7-0**Ayes:** Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None

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

STIP Amendment for Approval

San Mateo/Santa Clara US 101 Managed Lanes Project (PPNO 0658D)

Meeting Handout

(Letter to Caltrans from MTC)

STIP Amendments for Notice					
75	The Riverside County Transportation Commission and the City of Lake Elsinore propose to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (Environmental) phase of the I-15 Express Lanes – Southern Extension (PPNO 3009X) by using local measure funds. STIP Amendment 18S-15	2.1b.(2)	Teresa Favila Bruce De Terra	I	D

Commission Associate Deputy Director Teresa Favila presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
	ALLOCATIONS				
	SHOPP Allocations				
76	Request of \$5,211,000 for four District Minor projects. Resolution FP-18-45	2.5a.	Teri Anderson Bruce De Terra	A	D

Items 76, 77, and 78 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

77	Request of \$241,513,000 for 22 SHOPP projects. Resolution FP-18-46 (Related Item under Ref. 2.2c.(1).)	2.5b.(1)	Teri Anderson Bruce De Terra	A	D
----	---	----------	---------------------------------	---	---

Items 76, 77, and 78 were taken together

Recommendation: Approval as revised

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

SHOPP Allocations - Request of ~~\$241,513,000~~ **\$135,896,000** for ~~22-20~~ SHOPP projects

➤ Project 7 (03-Sac-160/PPNO 5832/EA 3F090) for CON ENG & CONST for \$28,417,000

Withdrawn prior to the CTC meeting.

➤ Project 10 (03-Yub-70/PPNO 9812/EA 1E060) for CON ENG & CONST for \$77,200,000

Withdrawn prior to the CTC meeting.

SHOPP Capital Outlay Support Allocations					
78	Request of \$54,800,000 for 70 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) - \$23,700,000 for 34 2018 SHOPP phases 2.5b.(2b) - \$31,100,000 for 36 2018 SHOPP-SB1 phases Resolution FP-18-47 (Related Item under Ref. 2.1a.(1) & 4.19.)	2.5b.(2)	Teri Anderson Bruce De Terra	A	D

Items 76, 77, and 78 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konynenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

SHOP COS Allocations - Request of \$54,800,000 for ~~70~~ **69** 2018 SHOPP preconstruction project phases for environmental, design and R/W support:

2.5b.(2a) - \$23,700,000 for 34 2018 SHOPP phases

2.5b.(2b) - \$31,000,000 for ~~36~~ **35** 2018 SHOPP-SB 1 phases

➤ Project 18 (10-Mpa-49/PPNO 3233/EA 1C040) for \$9,000 in R/W Support on Attachment 2.5b.(2) *Withdrawn prior to the CTC Meeting*

Tab #	Item Description	Ref. #	Presenter	Status*	
	Seismic Retrofit Program – Phase II - Proposition 192				
79	Request of \$1,163,000 for mitigation on three Seismic Retrofit Program – Phase II – Proposition 192 projects, on the State Highway System. Resolution FP-18-50	2.5g.(15)	Chris Traina Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Van Konynenburg

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

STIP Allocations					
80	Request of \$4,051,000 for two locally-administered STIP projects, on the State Highway System. Resolution FP-18-48 <i>(Related Item under Ref. 2.2c.(6).)</i>	2.5c.(2)	Teresa Favila Bruce De Terra	A	D

Items 80 and 81 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Earp

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Locally Administered STIP projects, on the State Highway System

In the Book Item Attachment:

- Project 2 (PPNO 0073A) – Santa Cruz County Regional Transportation Commission – Add the following from the vote box: **(SB 184 effective December 21, 2018.)**

81	Request of \$3,502,000 for four locally-administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$3,378,000 for two STIP projects. 2.5c. (3b) -- \$124,000 for two STIP Planning, Programming, and Monitoring projects. Resolution FP-18-49	2.5c.(3)	Teresa Favila Rihui Zhang	A	D
----	--	----------	------------------------------	---	---

Items 80 and 81 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Earp

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Locally Administered STIP projects, off the State Highway System

In the Book Item Attachment for 2.5c.(3b):

- Project 1 (PPNO 2368) – Shasta Regional Transportation Agency – Remove the following from the vote box: **(SB 184 in effect December 6, 2018.)**

Tab #	Item Description	Ref. #	Presenter	Status*
Senate Bill 1 Program				
Local Partnership Program (LPP) Project Allocations				
82	Request of \$2,027,000 for the State-Administered US 101 Managed Lanes Project – Northern Segment SB1 LPP-Formulaic project, on the State Highway System, in San Mateo and Santa Clara Counties. (PPNO 0658D) Resolution LPP-A-1819-15	2.5s.(1)	Christine Gordon Bruce De Terra	A D

Items 82, 83, and 84 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konyenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

83	Request of \$5,510,000 for the locally-administered State Route 99/Fulkerth Road Interchange Improvements SB1 LPP-Formulaic and Competitive project, on the State Highway System, in Stanislaus County. (PPNO 3414) Resolution LPP-A-1819-16	2.5s.(2)	Christine Gordon Bruce De Terra	A D
----	--	----------	------------------------------------	-----

Items 82, 83, and 84 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konyenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

84	Request of \$4,142,000 for two locally-administered LPP (Formulaic) projects, off the State Highway System. 2.5s.(3a) - \$4,142,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-17	2.5s.(3)	Christine Gordon Bruce De Terra	A D
----	--	----------	------------------------------------	-----

Items 82, 83, and 84 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Van Konyenburg **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyenburg

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Advance - LPP Project Allocation				
85	Request of \$4,597,000 for two locally-administered LPP (Formulaic) projects, off the State Highway System, programmed in FY 19-20. 2.5s.(4a) - \$4,597,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-18 (Related Item under Ref. 4.8)	2.5s.(4)	Christine Gordon Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Tavaglione**Second:** Van Konynenburg**Recused:** None**Absent:** Alvarado, Burke and Dunn**Vote result:** 7-0**Ayes:** Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None

Transit and Intercity Rail Capital Program Project Allocations					
86	Request of \$1,815,000 for three TIRCP projects. 2.6g.(1b) – \$1,815,000 for three TIRCP SB1 Augmentation for PTA projects. Resolution TIRCP-1819-06	2.6g.(1)	Teresa Favila Ron Sheppard	A	D

Recommendation: Approval as revised**Action Taken:** Approved**Motion:** Tavaglione**Second:** Earp**Recused:** None**Absent:** Alvarado, Burke and Dunn**Vote result:** 7-0**Ayes:** Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:***TIRCP Allocations** – Request of \$1,815,000 **\$500,000** for 3 **2** TIRCP projects.

- Project 2 (PPNO 11-CP032/Project ID 0019000237) – San Diego Metropolitan Transit System (2018:17) Blue Line Rail Corridor

Enhancements - \$1,315,000 for PS&E

Withdrawn prior to the CTC meeting.

Active Transportation Program (ATP) Project Allocations					
87	Request of \$13,720,000 for 21 locally-administered ATP projects. 2.5w.(1a) -- \$7,046,000 for eight ATP projects. 2.5w.(1b) -- \$6,674,000 for 13 ATP SB1 Augmentation projects. Resolution FATP-1819-07 (Related Item under Ref. 2.2c.(2), 2.2c.(3), & 2.2c.(4).)	2.5w.(1)	Anja Aulenbacher Rihui Zhang	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Van Konynenburg**Second:** Tavaglione**Recused:** None**Absent:** Alvarado, Burke and Dunn**Vote result:** 7-0**Ayes:** Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:***ATP Allocations**

In Book Item Attachment 2.5w.(1a), revise the following:

- Project 1 (PPNO 2440A) – Hoopa Valley Tribe – Revise the Adv Phase in the vote box as follows: S 4PAED
- Project 7 (PPNO 5131) – City of Long Beach – South Water Front/Pier J Bike & Pedestrian Path – Revise the following in the vote box: (Right of Way Certification: 08/27/2018 01/25/2019.)

Tab #	Item Description	Ref. #	Presenter	Status*	
TIME EXTENSION REQUESTS					
Contract Award Time Extension					
88	Request to extend the period of contract award for 9 SHOPP projects, on the State Highway System, per Interim SHOPP Guidelines. Waiver 19-01	2.8b.(1)	Teri Anderson Bruce De Terra	A	D

Items 88, 89, 90, and 91 were taken together

Recommendation: Approval per staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Kehoe

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Contract Award Time Extension – 9 SHOPP Projects

In the Book Item Attachment, revise the following for:

- Project 8 (SBD-18/PPNO 0191J/EA 08-0Q120) – In Victorville, from Cobalt Road to Route 395. The last column labeled "until end of (month-yr.)" should be **Mar-2019** not ~~Feb-2019~~
- Project 9 (Sis-96/PPNO 3314/EA 02-4C150) – In and near Happy Camp at various locations in Siskiyou County. In the 9th column, labeled "Reason for Delay", the last sentence should read as: "The Department is also requesting a concurrent ~~twelve~~ **8**-month time for Phase 3 Construction Support."
- Project 6 (CC-var/PPNO 1488V/EA 04-3K320) In Contra Costa County on Routes 4, 24, 80, 242, 580, and 680 at various locations.
Project was Awarded prior to the CTC meeting.

89	Request to extend the period of contract award for eight ATP projects, per ATP Guidelines. Waiver 19-02	2.8b.(2)	Anja Aulenbacher Rihui Zhang	A	D
----	--	----------	---------------------------------	---	---

Items 88, 89, 90, and 91 were taken together

Recommendation: Approval per staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Kehoe

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konynenburg

Nays: None

Abstained: None

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

Contract Award Time Extension – 7 ATP Projects

- Project 3 (PPNO 5383A) – Metro Bike Share University of Southern California/South Los Angeles/Exposition Line Communities Expansion project
Withdrawn prior to the CTC meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
90	Request to extend the period of contract award for the Metrolink High Speed Readiness Program project (PPNO CP002) in Los Angeles County, per High Speed Passenger Train Bond Program Guidelines. Waiver 19-04	2.8b.(4)	Teresa Favila Ron Sheppard	A	D

Items 88, 89, 90, and 91 were taken together

Recommendation: Approval per staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Kehoe

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

Project Completion Time Extension					
91	Request to extend the period of project completion for three ATP projects, per ATP Guidelines. Waiver 19-05	2.8c.	Anja Aulenbacher Rihui Zhang	A	D

Items 88, 89, 90, and 91 were taken together

Recommendation: Approval per staff recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Kehoe

Recused: None

Absent: Alvarado, Burke and Dunn

Vote result: 7-0

Ayes: Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione and Van Konyneburg

Nays: None

Abstained: None

OTHER MATTERS / PUBLIC COMMENT		6.			
--------------------------------	--	----	--	--	--

Speakers:

Charlie Hooper – Save Highway 174 Foundation

ADJOURN					
---------	--	--	--	--	--



Susan Bransen, Executive Director



Date

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 1.5
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: COMMISSIONER MEETINGS FOR COMPENSATION

ISSUE:

Should the California Transportation Commission (Commission) approve the following Commissioner meetings for compensation as provided below?

- 1) Meetings for Compensation for January 2019 (Attachment A)
- 2) Amended Meetings for Compensation for November 2018 (Attachment B)
- 3) Amended Meetings for Compensation for December 2018 (Attachment C)

RECOMMENDATION:

Commission staff recommends that the Commission approve the Commissioner meetings for compensation as provided above.

BACKGROUND:

Per Government Code Section 14509, each member of the Commission shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote. 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 carry out its responsibilities.

Attachments:

- Attachment A: Meetings for Compensation for January 2019
- Attachment B: Amended Meetings for Compensation for November 2018
- Attachment C: Amended Meetings for Compensation for December 2018

ATTACHMENT A

**MEETINGS FOR COMPENSATION
JANUARY 2019**

- January 29 – Commission Project Delivery Workshop in Rocklin (Commissioner Alvarado was absent. All other Commissioners attended all or part of the meeting)
- January 30 – Commission Retreat in Rocklin (Commissioner Alvarado was absent. All other Commissioners attended all or part of the meeting)
- January 30 – Commission Meeting in Rocklin (Commissioner Alvarado was absent. All other Commissioners attended all or part of the meeting)
- January 31 – Commission Meeting in Rocklin (Commissioner Alvarado was absent. All other Commissioners attended all or part of the meeting)

Bob Alvarado

- No additional meetings reported at this time.

Yvonne Burke

- January 25 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: January Commission Agenda Items. Los Angeles.
- January 28 – Teleconference with Commission Staff Re: Agenda Review. Los Angeles

Lucetta Dunn

- January 3 – Meeting with John Russo Re: Just One Trip a Week Campaign. Irvine
- January 3 – Meeting with Darrell Johnson Re: Project Update. Trabuco Canyon
- January 8 – Teleconference with Michelle Gettenberg Re: Just One Trip a Week Campaign. Irvine
- January 11 – Teleconference with Jenny Larios Re: Mobility 21 Strategic Planning. Irvine
- January 16 – Teleconference with Commission Staff Re: Project Delivery Briefing. Irvine
- January 18 – Meeting with Mobility 21 Board and Staff Re: Strategic Planning. Los Angeles
- January 22 – Meeting with Stephanie Wiggins and Patricia Bruno Re: Train Experience and Next Steps. Irvine
- January 23 – Meeting with Laurie Berman Re: Update on Issues. Irvine
- January 25 – Teleconference with Commission Staff Re: Project Delivery Briefing. Irvine
- January 28 – Teleconference with Commission Staff Re: Agenda Briefing. Irvine

Jim Earp

- January 9 – Tour of Paradise Fire Damages and State Route 70. Marysville
- January 16 – Teleconference with Commission Staff Re: Project Delivery Briefing. Sacramento
- January 18 – Meeting with Amarjeet Benipal Re: Supplemental Funding for State Route 20. Rocklin
- January 25 – Teleconference with Commission Staff Re: Project Delivery Briefing. Sacramento
- January 28 – Teleconference with Commission Staff Re: Agenda Briefing. Sacramento

James Ghielmetti

- January 14 – Teleconference with Phil Serna Re: Commission/Air Resources Board Interaction. Pleasanton.
- January 16 – Teleconference with Commission Staff Re: Project Delivery Briefing. Pleasanton
- January 16 – Teleconference with John Gioia Re: Commission/Air Resources Board Interaction. Pleasanton
- January 25 – Teleconference with Commission Staff Re: Project Delivery Briefing. Pleasanton
- January 28 – Teleconference with Commission Staff Re: Agenda Briefing. Pleasanton

Carl Guardino

- January 7 – Meeting with Commission Staff Re: Active Transportation Program. Sacramento
- January 28 – Teleconference with Commission Staff Re: Agenda Briefing. San Jose

Fran Inman

- January 8 – Attended the California Freight Advisory Committee Meeting. San Diego
- January 9 – Tour of Paradise Fire Damages and State Route 70. Marysville
- January 9 – Meeting with Susan Bransen, Laurie Berman and Caltrans District 3 Staff Re: State Route 70 Corridor. Marysville
- January 14 – Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 15 – Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 16 – Meeting with Caitlin Hughes Re: Federal Freight Update. Washington D.C.
- January 25 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: January Commission Agenda Items. Los Angeles
- January 28 – Teleconference with Commission Staff Re: Chair Briefing. City of Industry

Christine Kehoe

- No additional meetings reported at this time.

Joseph Tavaglione

- No additional meetings reported at this time.

Paul Van Konynenburg

- January 24 – Attended the Tulare County Association of Governments Awards Event. Visalia
- January 28 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto

ATTACHMENT B

**MEETINGS FOR COMPENSATION
NOVEMBER 2018**

Additional Meetings:

Joseph Tavaglione

- November 28 – Meeting with John Bulinski Re: Regional Transportation Priorities. Riverside
- November 29 – Teleconference with Commission Staff Re: Project Delivery Briefing. Riverside

ATTACHMENT C

**AMENDED MEETINGS FOR COMPENSATION
DECEMBER 2018**

Additional Meetings:

Joseph Tavaglione

- December 3 – Teleconference with Commission Staff Re: Presidio Parkway Project Riverside
- December 3 – Meeting with Caltrans, San Bernardino County Transportation Authority and Riverside County Transportation Commission Re: Commission Meeting Agenda. Riverside

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

REPORT BY THE STATE TRANSPORTATION
AGENCY SECRETARY
AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

1.8

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

1.9

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.21
Information

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **XPRESSWEST – PROPOSED HIGH-SPEED RAIL FROM SOUTHERN CALIFORNIA TO LAS VEGAS**

SUMMARY:

Mr. Mike Salzman, the Chief Development Officer of Virgin Trains USA, and Mr. Husein Cumber, the Chief Strategy Officer of Florida East Coast Industries, will provide a short overview of the proposed XpressWest high-speed passenger rail system between Victorville and Las Vegas. A high-level implementation timeline will also be discussed.

BACKGROUND:

XpressWest is a proposed high-speed passenger rail system that will initially connect Victorville to Las Vegas. The fully electric high-speed rail system will follow the I-15 corridor and operate at speeds of approximately 150 miles per hour. XpressWest could eventually operate over the proposed High Desert Corridor project to reach Palmdale. The project plans to use private activity bonds to help finance the approximately \$3.5 billion cost of development and construction. The current Record of Decision issued by the Federal Railroad Administration will need to be reevaluated given the time that has lapsed since its publication. Virgin Trains USA announced its intention to acquire the project in September 2018.

4.1

STATE AND FEDERAL LEGISLATIVE MATTERS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE MARCH 13-14, 2019
CALIFORNIA TRANSPORTATION COMMISSION
MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 15-16, 2019

Reference No.: 4.1
Action

Published Date: March 8, 2019

Prepared By: Paul Golaszewski
Deputy Director

From: SUSAN BRANSEN
Executive Director

Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission):

1. Accept the staff report on the proposed state legislation identified and monitored by staff as presented in Attachment A?
2. Adopt a position of support and submit a letter (Attachment C) to Assembly Member Jim Frazier on Assembly Bill (AB) 371? This bill requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years.
3. Adopt a position of support in concept and submit a letter (Attachment E) to Assembly Member Kevin Mullin on AB 659? This bill establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. It makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B (2006). The program called for in this bill reflects a recommendation made in the Commission's 2017 Annual Report to the Legislature, but the Commission did not recommend using the fund source identified in the bill.

RECOMMENDATION:

Commission staff recommends that the Commission:

1. Accept the staff report and provide direction on state legislation of interest in Attachment A.
2. Adopt a position of support and approve the transmission of the letter to Assembly Member Jim Frazier supporting AB 371, included as Attachment C.
3. Adopt a position of support in concept and approve the transmission of the letter to Assembly Member Kevin Mullin supporting AB 659, included as Attachment E.

STATE LEGISLATION:

Bills Monitored By Commission Staff

The last day for bills to be introduced was February 22, 2019. As of that date, Members of the Legislature had introduced a total of 2,721 bills. Attachment A contains a list of 47 bills monitored by Commission staff at this time on which the Commission has not taken a position. Commission staff identified these bills pursuant to the Commission's bill monitoring policy.

Of the bills monitored at this time, Commission staff recommend adopting a position of support or support in concept for two bills:

AB 371 (Frazier). Commission staff recommends the Commission adopt a position of support for this bill and transmit a letter to Assembly Member Jim Frazier. AB 371 requires GO-Biz, in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. In its 2018 Annual Report, the Commission encouraged better communication and integration to support sustainable freight transportation by engaging the freight industry, seeking data for state freight flows throughout rural and metropolitan areas, and gauging future freight demands. Commission staff believes the passage of AB 371 would help address these statewide freight issues. A copy of the bill is included as Attachment B, and the letter is included as Attachment C.

AB 659 (Mullin). Commission staff recommends the Commission adopt a position of support in concept for this bill and transmit a letter to Assembly Member Mullin. AB 659 establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. It makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B (2006). The program called for in

this bill reflects a recommendation made in the Commission's 2017 Annual Report to the Legislature, but the Commission did not recommend using the fund source identified in the bill. Thus, Commission staff recommends adopting a position to support in concept the program but not the specific fund source. A copy of the bill is included as Attachment D, and the letter is included as Attachment E.

Commission staff is closely monitoring two additional bills that include certain provisions related to recommendations made in the Commission's 2018 Annual Report:

AB 285 (Friedman). This bill would require the California Department of Transportation to forecast the impacts of advanced and emerging technologies in the California Transportation Plan. The bill also would make additional changes related to the California Transportation Plan, such as requiring the Commission to discuss its recommendations related to the plan at a joint meeting with the California Air Resources Board prior to submitting those recommendations to the Legislature and the Governor.

SB 59 (Allen). This bill establishes state policies on automated vehicles to reduce greenhouse gas emissions, reduce traffic congestion and vehicle miles traveled, encourage efficient land use, and improve access to mobility and economic opportunities for all Californians. The bill creates an interagency working group comprised of state agencies to guide policy development.

Bills On Which the Commission Has Taken a Formal Position

At the January 30, 2019 Commission meeting, the Commission adopted a support position on two bills. Attachment F contains summaries of these two bills. Both bills have been referred to the Assembly Transportation Committee for consideration. The committee is scheduled to consider AB 252 (Daly) on March 11. The committee has not yet scheduled a hearing date for AB 185 (Grayson).

SENATE TRANSPORTATION COMMITTEE INFORMATIONAL HEARING ON SB 1

On February 26, the Senate Transportation Committee held a hearing focused on the progress and implementation of Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). The Commission, along with the California Transportation Agency, the California Department of Transportation (Caltrans), and the Caltrans Inspector General, provided an overview of SB 1 accomplishments from the state's perspective as well as information regarding project oversight and accountability. Senators also heard from other presenters, including local and regional agencies and representatives from the University of California at Davis Institute of Transportation Studies and San Jose State University's Mineta Transportation Institute.

FEDERAL LEGISLATIVE MATTERS:

On February 7, 2019 the House Committee on Transportation and Infrastructure (T&I) held a hearing entitled "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." The committee heard testimony from various parties, including the National Governors Association, the U.S. Conference of Mayors, and representatives from the transportation industry.

One recurring theme was the need to establish a reliable source of funding to address the shortfall in the federal Highway Trust Fund.

On February 12, 2019 the Senate Committee on Commerce, Science, and Transportation held a hearing entitled “America’s Infrastructure Needs: Keeping Pace with a Growing Economy.” The hearing focused on opportunities for infrastructure improvement, including federal funding, financing programs, and permitting and regulatory streamlining. The committee heard from representatives from ports, railroads, trucking, and other transportation industries.

On February 26, 2019 the House T&I Committee held another hearing entitled “Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change.” The hearing delved into the role the transportation sector plays in climate change and explored both climate change mitigation and resiliency measures. The committee heard from researchers, environmental advocates, and the airline industry, among others.

On February 26, 2019 the Senate Subcommittee on Transportation and Safety held a hearing entitled “Connecting America: Examining Intermodal Connections Across Our Surface Transportation Network.” The hearing focused on the current multimodal transportation market and infrastructure, stakeholder needs, and how Congress can support multimodal freight movements as part of a surface transportation reauthorization. The subcommittee heard from representatives from ports, railroads, agriculture, and the freight industry.

On March 6, 2019 the Senate Committee on Environment and Public Works held a hearing entitled “Hearing on the Economic Benefits of Highway Infrastructure Investment and Accelerated Project Delivery.” That same day, the House Ways and Means Committee held a hearing entitled “Our Nation’s Crumbling Infrastructure and the Need for Immediate Action.”

Attachments:

- Attachment A: Legislative bills Commission staff is monitoring this session
- Attachment B: AB 371, as introduced
- Attachment C: Letter of support for AB 371
- Attachment D: AB 659, as introduced
- Attachment E: Letter of support for AB 659
- Attachment F: Legislative bills on which the Commission has taken a formal position

Legislative bills Commission staff is monitoring

[AB 146](#)

(Quirk-Silva D) State highways: property leases: County of Orange.

Current Text: Introduced: 12/14/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would authorize the California Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.

[AB 176](#)

(Cervantes D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.

Current Text: Amended: 2/25/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031, and would extend the sales and use tax exclusion until January 1, 2031.

[AB 226](#)

(Mathis R) Transportation funds: transit operators: fare revenues.

Current Text: Introduced: 1/17/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.

[AB 245](#)

(Muratsuchi D) California Aerospace and Aviation Commission: establishment.

Current Text: Introduced: 1/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would establish, within the Governor's Office of Business and Economic Development, the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the commission to report and provide recommendations to the Governor and the Legislature, as specified.

[AB 246](#)

(Mathis R) State highways: property leases.

Current Text: Introduced: 1/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would authorize the California Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month,

subject to certain conditions.

[AB 285](#) (Friedman D) California Transportation Plan.

Current Text: Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require the California Department of Transportation (Caltrans) to address in the California Transportation Plan (CTP) how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the CTP to be completed by December 31, 2025, the bill would require Caltrans to include specified information in the CTP, including, among other things, a forecast of the impacts of advanced and emerging technologies over a 20-year horizon of infrastructure, access, and transportation systems. This bill also would require the California Transportation Commission to first discuss its recommendations related to the CTP at a specified joint meeting with the California Air Resources Board before submitting those recommendations to the Legislature and the Governor.

[AB 313](#) (Frazier D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Current Text: Amended: 3/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require the University of California and the California State University, on or before April 1 of each year, to each submit a report to the California Transportation Agency and specified legislative committees detailing its expenditures from the Road Maintenance and Rehabilitation Account for that fiscal year, including, but not limited to, research activities and administration.

[AB 371](#) (Frazier D) Transportation: freight: statewide economic vitality assessment.

Current Text: Introduced: 2/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require the Governor's Office of Business and Economic Development, in consultation with the California Air Resources Board, the California Transportation Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

[AB 380](#) (Frazier D) Office of the Transportation Inspector General.

Current Text: Introduced: 2/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would eliminate the Independent Office of Audits and Investigations within the California Department of Transportation and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.

[AB 449](#) (Gallagher R) Local alternative transportation improvement program: Feather River crossing.

Current Text: Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law, in certain cases, requires the California Transportation Commission to reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local alternative transportation improvement program that

addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities.

AB 659

(Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.

Current Text: Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would establish the California Smart City Challenge Grant Program to enable municipalities to apply to the California Transportation Commission for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters. The bill would make implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and require the source of the moneys to come from Proposition 1B.

AB 676

(Frazier D) California Transportation Commission: annual report.

Current Text: Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.

AB 821

(O'Donnell D) Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program.

Current Text: Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the California Department of Transportation to projects nominated pursuant to the California Port Efficiency Program, which this bill would create.

AB 847

(Grayson D) Transportation finance: priorities: housing.

Current Text: Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the Department of Housing and Community Development (DHCD), on or before June 30, 2020, and on or before June 30 every year thereafter, to review each housing production report submitted by a city or county to determine if that city or county has met its very low, low-, and moderate-income housing goals, for that reporting period. The bill would require the California Transportation Commission, for the Active Transportation Program and the Local Partnership Program, to give a 10 percent bonus to the selection priority of a project located in a city or county certified by DHCD to have met its moderate-income housing goals. The bill also would delete the transfer of certain miscellaneous revenues deposited in the State Highway Account to the Transportation Debt Service Fund, and instead require these miscellaneous revenues, upon appropriation by the Legislature, to be apportioned by the State Controller to cities and counties eligible to receive an apportionment pursuant to the Local Streets and Roads program, if those cities and counties have been certified by DHCD to have met their very low income or low-income housing goals.

AB 905

(Chen R) Department of Transportation: Highway Design Manual: fire prone areas.

Current Text: Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the California Department of Transportation (Caltrans) has full possession and control of the state highway system and associated property. Current law vests

various powers in the department including, among others, the planning, designing, constructing, maintaining, and operating of transportation systems under its jurisdiction. This bill would require Caltrans to update the Highway Design Manual to incorporate the use of k-rails, weed mats, or other fire proofing devices in fire prone areas.

AB 1025 (Grayson D) Transit and Intercity Rail Capital Program.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.

AB 1056 (Garcla, Eduardo D) Regional transportation plans: State Air Resources Board: report.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires a regional transportation plan to include, among other things, a sustainable communities strategy or alternative planning strategy prepared by each metropolitan planning organization, which is designed to achieve certain targets for 2020 and 2035 established by the California Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Current law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. This bill would instead require this report to be prepared every 2 years.

AB 1089 (Stone, Mark D) Local transportation funds: transit operators.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on farebox ratio.

AB 1112 (Friedman D) Transportation and land use.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would express the intent of the Legislature to enact legislation to encourage the use of micro-mobility transportation.

AB 1142 (Friedman D) Strategic Growth Council: transportation pilot projects: regional transportation plans.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the Strategic Growth Council, in consultation with the California Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report.

AB 1226 (Holden D) State highways: property leases.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would authorize the California Department of Transportation to lease airspace that it owns to a city, county, or other political subdivision or another state agency for emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, subject to specified terms and conditions.

AB 1243 (Fong R) Traffic Relief Program.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would state the intent of the Legislature to enact legislation that would establish the Traffic Relief Program to address traffic congestion on the state highway system and the local street and road system.

AB 1274 (Arambula D) California Partnership for the San Joaquin Valley.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: By executive order in 2005, and continued in existence by executive orders in 2006, 2008, and 2010, the California Partnership for the San Joaquin Valley was established as a public-private partnership to, among other things, identify projects and programs that will improve the economic vitality of the San Joaquin Valley. This bill would establish in statute the California Partnership for the San Joaquin Valley for the same purposes. The bill would incorporate language of the executive orders to, among other things, require the partnership to identify projects and programs that will improve the economic vitality of the San Joaquin Valley. Serving on the California Transportation Commission establishes eligibility for appointment by the Governor to a specified class of voting directors in the partnership.

AB 1277 (Obernolte R) Major transportation infrastructure construction projects: oversight committees.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project that is estimated to cost \$500,000,000 or more to form an oversight committee subject to applicable open meeting laws and to develop and use risk management plans throughout the course of the project. The bill would requires the oversight committee (1) to be composed of specified individuals, (2) to act as the authority for critical decisions regarding the project, and (3) to have sufficient staff to support decision making.

AB 1374 (Fong R) Department of Transportation: state highways.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the California Department of Transportation (Caltrans) and the California Transportation Commission and provides that Caltrans has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs Caltrans to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

AB 1413 (Gloria D) Transportation: local transportation authorities: transactions and use taxes.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.

AB 1430 (Garcia, Eduardo D) State government: public investment opportunities: cost-effective definition.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the California Public Utilities Commission, the California Air Resources Board, the California Transportation Commission, and the California Labor and Workforce Development Agency to invest public moneys on various project and programs. Current law requires

some of those investments to be cost effective. This bill would require these agencies, by January 1, 2021, to provide a joint assessment of options for redefining the term "cost-effective" to the Legislature for the purposes of prioritizing public investment opportunities.

AB 1442 (Rivas, Luz D) California Transportation Commission.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: In order to perform its duties and functions, existing law requires the California Transportation Commission to organize itself into at least four committees: (1) the Committee on Aeronautics, which shall consider issues related to aeronautics, (2) the Committee on Streets and Highways, which shall consider issues related to streets and highways, (3) the Committee on Mass Transportation, which shall consider issues related to the movement of groups of people within urban areas, and between rural communities and between cities, and (4) the Committee on Planning, which shall be responsible for transportation planning issues. This bill would authorize rather than require the commission to organize itself into at least four committees.

AB 1456 (Kiley R) Department of Transportation: budget.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the California Department of Transportation (Caltrans) to prepare and submit to the Governor a proposed budget and to include, within the proposed budget, the portion of that budget that is to be funded from the State Highway Account. Current law requires Caltrans to inform the California Transportation Commission of all pertinent assumptions and policy directions it intends to use in preparing the budget. This bill would make nonsubstantive changes to these provisions.

AB 1515 (Friedman D) California Environmental Quality Act: transit priority areas.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would define transit priority area to mean an area within 1/2 mile of a major transit stop that is existing or planned if the planned stop is scheduled to be completed within the planning horizon included in a transportation improvement program or an applicable regional transportation plan.

AB 1568 (McCarty D) General plans: housing element: production report: withholding of transportation funds.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the Department of Housing and Community Development (DHCD), on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each housing production report submitted by a city or county to determine if that city or county has met the applicable minimum housing production goal for that reporting period. This bill would, commencing with the 2022-23 fiscal year and through and including the 2051-52 fiscal year, require cities and counties to be certified in the prior fiscal year by DHCD as meeting its housing production goal in order to remain eligible for an apportionment of Local Streets and Roads program funds from the Road Maintenance and Rehabilitation Account. For each city and county that is not in compliance, the bill would require the State Controller to withhold its Local Streets and Roads fund in a separate escrow account for each city or county. The bill would require the State Controller to distribute the funds in the escrow account to the applicable city or county after the city or county is certified to be in compliance.

AB 1605 (Ting D) State highways.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the California Department of Transportation (Caltrans) and the California Transportation Commission and provides that Caltrans has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs Caltrans to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make a nonsubstantive change to this provision.

AB 1748**(Bonta D) Transportation Finance Bank.****Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law authorizes the California Department of Transportation to act as a lender in administering the Transportation Finance Bank consistent with federal law, pursuant to which loans are made to fund transportation projects subject to repayment from transportation revenues available at a later time. This bill would make nonsubstantive changes to those provisions.

AB 1810**(Committee on Transportation) Transportation.****Current Text:** Introduced: 3/4/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would exclude the California Transportation Commission from the California Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.

SB 5**(Beall D) Local-State Sustainable Investment Incentive Program.****Current Text:** Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.

SB 7**(Portantino D) State Highway Route 710.****Current Text:** Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property, if the tenant is a nonprofit organization or a city.

SB 59**(Allen D) Automated vehicle technology: Statewide policy.****Current Text:** Introduced: 12/19/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions, reduce traffic congestion and vehicle miles traveled, and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the California Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the California Transportation Agency, and the California Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.

SB 127**(Wiener D) Transportation funding: active transportation: complete streets.****Current Text:** Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require the California Transportation Commission to give highest priority to projects funded from the State Highway Account that improve accessibility for all users of the transportation system and that improve the efficiency of moving people within existing roadways, reduce vehicle miles traveled, and promote public health. The bill would require the commission, in connection with the California Department of Transportation's (Caltrans) asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that State Highway Operation and Protection Program projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill also would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the California Transportation Agency be assigned to give attention to active

transportation program matters.

SB 128

(Beall D) Enhanced infrastructure financing districts: bonds: issuance.

Current Text: Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

SB 137

(Dodd D) Federal transportation funds: state exchange programs.

Current Text: Introduced: 1/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the California Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds.

SB 162

(Galgiani D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.

Current Text: Introduced: 1/24/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030.

SB 211

(Beall D) State highways: leases.

Current Text: Introduced: 2/4/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law requires the California Department of Transportation (Caltrans) to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize, rather than require, Caltrans to undertake these activities.

SB 356

(McGulre D) North Coast Railroad Authority: rail right-of-way: Sonoma-Marin Area Rail Transit District.

Current Text: Introduced: 2/19/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: This bill would require the North Coast Railroad Authority, within 90 days of removing all of its debts, liabilities, and contractual obligations, to convey and transfer its rights, interests, privileges, and title, lien free, relating to a specified rail right-of-way, its licenses and certificates of public convenience and necessity, any common carrier obligations held by the authority or an associated freight operator, and the railroad assets the authority owns to the Sonoma-Marin Area Rail Transit District. The bill also would require the district to create and maintain a trail that runs in, or parallel to, the right-of-way, as appropriate, and connects to the district's bicycle and pedestrian pathways to the

extent feasible.

SB 498

(Hurtado D) Transit and Intercity Rail Capital Program.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.

SB 504

(Monning D) Transportation.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides various sources of revenue for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would ensure transportation is available for all persons.

SB 526

(Allen D) Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.

Current Text: Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the California Air Resources Board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under current law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target and to notify the California Transportation Commission of these determinations.

SB 628

(Caballero D) Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of the California Transportation Agency for Monterey County, for other state highway projects in that county, as specified. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Total Measures: 47

Total Tracking Forms: 47

ASSEMBLY BILL

No. 371

Introduced by Assembly Member Frazier

February 5, 2019

An act to amend Section 13978.8 of, and to add Section 12096.3.5 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 371, as introduced, Frazier. Transportation: freight: statewide economic vitality assessment.

The Economic Revitalization Act establishes the Governor's Office of Business and Economic Development, also known as GO-Biz, to serve as the Governor's lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. The act authorizes the office, among other things, to make recommendations to the Governor and the Legislature regarding policies, programs, and actions to advance statewide economic goals.

This bill would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

Existing law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years

thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight.

This bill would require the Transportation Agency to incorporate the findings of the assessment into the state freight plan, as specified

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) In 2013, the Legislature enacted Chapter 223 of the Statutes
4 of 2013, which required the Transportation Agency to develop a
5 state freight plan that provides for governance of the immediate
6 and long-range planning activities and capital investments of the
7 state with respect to the movement of freight.

8 (b) In 2014, the final California Freight Mobility Plan was
9 completed by the Transportation Agency and the Department of
10 Transportation in consultation with the California Freight Advisory
11 Committee, and was submitted to the Legislature, the Governor,
12 the California Transportation Commission, the Public Utilities
13 Commission, and the State Air Resources Board.

14 (c) In July 2015, Governor Brown issued Executive Order No.
15 B-32-15, which directed the Secretary of Transportation, the
16 Secretary for Environmental Protection, and the Secretary of the
17 Natural Resources Agency to lead other relevant state departments
18 in developing an integrated action plan by July 2016 that
19 “establishes clear targets to improve freight efficiency, transition
20 to zero-emission technologies, and increase competitiveness of
21 California’s freight system.” Participating state departments include
22 the State Air Resources Board, the Department of Transportation,
23 the State Energy Resources Conservation and the Development
24 Commission, and the Governor’s Office of Business and Economic
25 Development.

26 (d) In July 2016, the California Sustainable Freight Action Plan
27 was completed in response to Executive Order No. B-32-15 and
28 included recommendations on, among other things, “[a] long-term
29 2050 Vision and Guiding Principles for California’s future freight

1 transport system,” and “[t]argets for 2030 to guide the State toward
2 meeting the Vision.”

3 (e) Efforts by the state, private industry, and seaports that have
4 resulted in emissions reductions and improvements in
5 environmental quality at California’s seaports over the past decade
6 have been substantial, significant, and unprecedented.

7 (f) Improving the efficiency of California’s freight transport
8 system is vital to the state’s economy. Traditional routes of moving
9 freight face increasing competition from across the globe, and
10 California’s system should anticipate and stay ahead of these
11 changes. Currently, California is the nation’s largest gateway for
12 international trade and domestic commerce, with an interconnected
13 system of ports, railroads, highways, and roads that allow freight
14 from around the world to move throughout the state and nation.
15 This system is responsible for one-third of the state’s economic
16 product and jobs, with freight-dependent industries accounting for
17 over \$740,000,000,000 in gross domestic product and over five
18 million jobs in 2014. However, California’s freight transport system
19 is under pressure to serve the state’s growing population and satisfy
20 dynamic market demands, while other locations in the United
21 States and across the world are fiercely competing for this
22 economic activity.

23 (g) Maintaining the state’s cargo competitiveness is not just an
24 imperative for the economic health of California but is necessary
25 to preserve reductions in emissions of greenhouse gases. Studies
26 have demonstrated that when California loses market share and
27 volumes of imports to other ports and gateways on the Gulf and
28 Atlantic coasts that increases of emissions of greenhouse gases
29 associated with this diversion are substantial. Emissions of
30 greenhouse gases are, on average, 22 percent higher when cargo
31 that originates in the Far East is diverted from West Coast ports
32 in favor of East Coast and Gulf Coast ports.

33 SEC. 2. Section 12096.3.5 is added to the Government Code,
34 immediately following Section 12096.3, to read:

35 12096.3.5. (a) The office, in consultation with the State Air
36 Resources Board, the California Transportation Commission, and
37 the Transportation Agency, shall prepare a statewide economic
38 vitality assessment of the California freight industry.

(b) The assessment shall expand on the California Sustainable Freight Action Plan developed pursuant to Executive Order No. B-32-15 and shall do all of the following:

(1) Identify the economic competitiveness of all sectors of freight movement and an appropriate baseline as a means to compare economic growth in California.

(2) Identify and develop metrics to measure financial performance, market share performance, workforce performance, and overall economic performance by freight group.

(3) Identify the ability of the freight sector to successfully compete with other states and countries as measured by using existing comparable metrics.

(4) Identify and develop goals to increase economic competitiveness and the ability to track these goals.

(5) Identify strategies California is employing to address freight mobility issues that affect freight economic competitiveness, such as truck bottlenecks, inefficiencies, and congestion, and recommend to the California Transportation Commission and the Transportation Agency complementary or additional strategies to reduce these mobility issues.

(6) Identify challenges the freight industry faces in meeting the state's emission reduction goals and emission-reducing regulations and how these challenges may affect the overall vitality of moving freight in the state, and recommend strategies the state can use to address these challenges.

(7) Ensure economic competitiveness is being prioritized in the freight sector.

(c) In developing the assessment, the office shall consult with representatives from a cross section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the Department of Transportation, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community organizations.

(d) The office shall prepare the assessment on or before December 31, 2021, and shall update the assessment at least once every five years.

SEC. 3. Section 13978.8 of the Government Code is amended to read:

1 13978.8. (a) The Transportation Agency shall prepare a state
2 freight plan. The state freight plan shall comply with the relevant
3 provisions of the federal Moving Ahead for Progress in the 21st
4 Century Act (MAP-21), Public Law 112-141. The agency shall
5 develop a state freight plan that provides a comprehensive plan to
6 govern the immediate and long-range planning activities and capital
7 investments of the state with respect to the movement of freight.

8 (b) (1) The agency shall establish a freight advisory committee
9 consisting of a representative cross section of public and private
10 sector freight stakeholders, including representatives of ports,
11 shippers, carriers, freight-related associations, the freight industry
12 workforce, the California Transportation Commission, the
13 Department of Transportation, the Public Utilities Commission,
14 the State Lands Commission, the State Air Resources Board,
15 regional and local governments, and environmental, safety, and
16 community organizations.

17 (2) The freight advisory committee shall do all of the following:

18 (A) Advise the agency on freight-related priorities, issues,
19 projects, and funding needs.

20 (B) Serve as a forum for discussion for state transportation
21 decisions affecting freight mobility.

22 (C) Communicate and coordinate regional priorities with other
23 organizations.

24 (D) Promote the sharing of information between the private and
25 public sectors on freight issues.

26 (E) Participate in the development of the state freight plan.

27 (c) The state freight plan shall include, at a minimum, all of the
28 following:

29 (1) An identification of significant freight system trends, needs,
30 and issues.

31 (2) A description of the freight policies, strategies, and
32 performance measures that will guide freight-related transportation
33 investment decisions.

34 (3) A description of how the state freight plan will improve the
35 ability of California to meet the national freight goals established
36 under Section 167 of Title 23 of the United States Code.

37 (4) Evidence of consideration of innovative technologies and
38 operational strategies, including intelligent transportation systems,
39 that improve the safety and efficiency of freight movement.

1 (5) In the case of routes on which travel by heavy vehicles,
2 including mining, agricultural, energy cargo or equipment, and
3 timber vehicles, is projected to substantially deteriorate the
4 condition of roadways, a description of improvements that may
5 be required to reduce or impede the deterioration.

6 (6) An inventory of facilities with freight mobility issues, such
7 as truck bottlenecks within California, and a description of the
8 strategies California is employing to address those freight mobility
9 issues.

10 (d) Notwithstanding Section 10231.5, the state freight plan shall
11 be submitted to the Legislature, the Governor, the California
12 Transportation Commission, the Public Utilities Commission, and
13 the State Air Resources Board on or before December 31, 2014,
14 and every five years thereafter. The state freight plan shall be
15 submitted pursuant to Section 9795.

16 (e) The state freight plan required by this section may be
17 developed separately from, or incorporated into, the statewide
18 strategic long-range transportation plan required by Section 135
19 of Title 23 of the United States Code.

20 (f) The freight rail element of the state freight plan may be
21 developed separately from, or incorporated into, the state rail plan
22 prepared by the Department of Transportation pursuant to Section
23 14036.

24 (g) (1) *The Transportation Agency shall incorporate the*
25 *findings of the statewide economic vitality assessment of the*
26 *California freight industry, which is prepared by the Governor's*
27 *Office of Business and Economic Development pursuant to Section*
28 *12096.3.5, into the 2019 state freight plan as an addendum by*
29 *December 31, 2022.*

30 (2) *The Transportation Agency shall incorporate the findings*
31 *of the statewide economic vitality assessment of the California*
32 *freight industry into the 2024 state freight plan.*

33 (3) *The Transportation Agency shall incorporate the findings*
34 *of the most recent update to the statewide economic vitality*
35 *assessment of the California freight industry into each new state*
36 *freight plan.*

Attachment C

FRAN INMAN, Chair
PAUL VAN KONYENBURG, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
CHRISTINE KEHOE
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio
SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
<http://www.catc.ca.gov>

March 13, 2019

The Honorable Jim Frazier
Chair of the Assembly Transportation Committee
State Capitol, Room 3091
Sacramento, CA 95814

Re: Support for Assembly Bill 371

Dear Chairman Frazier,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support Assembly Bill (AB) 371 at its March 13, 2019 meeting. This bill requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill also requires GO-Biz to identify specified information in the assessment and to work with representatives from a cross section of public and private sector freight stakeholders in developing the assessment.

Addressing the need to move people and freight, meet environmental and livability goals, and expand California's economy in a sustainable manner through wise transportation planning and

Assembly Member Frazier
RE: Support for Assembly Bill 371
March 13, 2019
Page 2

investments is of great importance. In our 2018 Annual Report to the Legislature, the Commission advocates for better communication and integration to support sustainable freight transportation by engaging the freight industry, seeking data for state freight flows throughout rural and metropolitan areas, and gauging future freight demands. The passage of AB 371 would help address these statewide freight issues.

The Commission commends your leadership on this state freight transportation issue. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
Susan Bransen, California Transportation Commission, Executive Director
The Honorable Vince Fong, Assembly Transportation Committee, Vice Chair
The Honorable Jim Beall, Senate Transportation Committee, Chair
The Honorable Shannon Grove, Senate Transportation Committee, Vice Chair
Brian Annis, California State Transportation Agency, Secretary
Chris Dombrowski, Governor's Office of Business and Economic Development, Chief Deputy

ASSEMBLY BILL

No. 659

Introduced by Assembly Member Mullin

February 15, 2019

An act to add Chapter 3.5 (commencing with Section 14540) to Part 5.3 of Division 3 of Title 2 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 659, as introduced, Mullin. Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.

Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.

This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 3.5 (commencing with Section 14540)
2 is added to Part 5.3 of Division 3 of Title 2 of the Government
3 Code, to read:

4
5 CHAPTER 3.5. CALIFORNIA SMART CITY CHALLENGE GRANT
6 PROGRAM
7

8 14540. The California Smart City Challenge Grant Program
9 is hereby established to enable municipalities to compete for grant
10 funding for emerging transportation technologies to serve their
11 transportation system needs.

12 14541. It is the intent of the Legislature that the program
13 encourage municipalities to incorporate advanced data and
14 intelligent transportation system technologies and applications into
15 their transportation planning efforts in order to accomplish the
16 following program goals:

- 17 (a) Reduce congestion.
18 (b) Keep travelers safe.
19 (c) Meet environmental and climate change goals.
20 (d) Enhance mobility.
21 (e) Connect underserved communities.
22 (f) Support economic vitality.
23 (g) Attract private investment.
24 (h) Spur innovation.

25 14542. On or before July 1, 2020, the commission shall form
26 the California Smart City Challenge Workgroup to guide the
27 commission on program matters including, but not limited to, the
28 development of, and subsequent revisions to, the guidelines
29 developed pursuant to Section 14543, schedules and procedures,
30 project selection criteria, performance measures, and evaluations.
31 The workgroup may include, but shall not be limited to,
32 representatives of local governmental agencies from both urban
33 and rural areas, local transportation organizations from both urban
34 and rural areas, local transit unions, and the University of
35 California's Institute of Transportation Studies.

1 14543. (a) On or before March 1, 2021, the commission, in
2 consultation with the California Smart City Challenge Workgroup
3 formed pursuant to Section 14542, shall develop guidelines for
4 the program. The commission may revise the guidelines as
5 necessary. The commission shall adopt the guidelines or revised
6 guidelines following at least two public hearings.

7 (b) The guidelines shall include project selection criteria and
8 define the types of projects eligible for funding through the
9 program. The guidelines shall require that an eligible project serve
10 one or more of the goals described in Section 14541 and may favor
11 a project that serves more than one of those goals.

12 (c) The guidelines shall not be subject to the requirements of
13 the Administrative Procedure Act (Chapter 3.5 (commencing with
14 Section 11340) of Part 1 of Division 3 of Title 2 of the Government
15 Code).

16 14544. Implementation of the grant program is contingent upon
17 an appropriation in the annual Budget Act for purposes of the
18 California Smart City Challenge Grant Program, not to exceed ten
19 million dollars (\$10,000,000). The source of the moneys shall be
20 Proposition 1B, as defined in subdivision (c) of Section 16773 of
21 the Government Code, generally, with the specific source to be
22 proposed by the commission.

FRAN INMAN, Chair
PAUL VAN KONYENBURG Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
CHRISTINE KEHOE
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio
SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 654-4245
FAX (916) 653-2134
<http://www.catc.ca.gov>

March 13, 2019

The Honorable Kevin Mullin
Speaker Pro Tempore of the Assembly
State Capitol, Room 3160
Sacramento, CA 95814

Re: Support for Assembly Bill 659

Dear Assembly Member Mullin,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support in concept Assembly Bill (AB) 659 at its March 13, 2019 meeting. This bill establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. The bill makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B.

The Commission understands the value of incentivizing local jurisdictions to work with technology companies and consider solutions beyond the traditional transportation paradigm. In its 2017 Annual Report to the Legislature, the Commission recommended the Legislature create a

Assembly Member Mullin
RE: Support for Assembly Bill 659
March 13, 2019
Page 2

pilot program to accelerate the testing and adoption of advanced technologies in municipalities within the state. Thus, the Commission supports in concept the program created by AB 659, though it encourages you to consider alternative fund sources since Proposition 1B funds currently support specific programs identified in the bond measure.

The Commission commends your leadership in encouraging communities to consider the incoming transportation changes brought by advancing technologies. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
The Honorable Jim Frazier, Assembly Transportation Committee, Chair
The Honorable Vince Fong, Assembly Transportation Committee, Vice-Chair
The Honorable Jim Beall, Senate Transportation Committee, Chair
The Honorable Shannon Grove, Senate Transportation Committee, Vice Chair
Susan Bransen, California Transportation Commission, Executive Director
Brian Annis, California State Transportation Agency, Secretary

Attachment F

Bills on which the Commission has taken a formal position

[AB 185](#)

(Grayson D) California Transportation Commission: transportation policies: joint meetings.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

Position

Support

[AB 252](#)

(Daly D) Department of Transportation: environmental review process: federal program.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.

Position

Support

Total Measures: 2

Total Tracking Forms: 2

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 4.2
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

SUMMARY:

Outlined below is an update for the California Transportation Commission (Commission) concerning topics related to transportation funding in the State of California (State). This information is intended to supplement portions of the verbal presentation on this item.

BACKGROUND:

As of January 31, 2019, the Commission has allocated approximately \$3.9 billion toward 526 projects in Fiscal Year 2018-19. Adjustments totaled approximately negative \$74 million, leaving approximately \$3.1 billion (45 percent) in remaining allocation capacity.

2018-19 Capital Allocations vs. Capacity Summary through January 31, 2019 (\$ in millions)										
	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$3,149	\$520	\$3	\$355	\$486	\$729	\$316	\$1,160	209	\$6,926
Total Votes	2,137	467	1	190	329	291	36	416	18	3,886
Authorized Changes ¹	-77	3	0	0	0	0	0	0	0	-74
Remaining Capacity	\$1,089	\$50	\$1	\$165	\$157	\$438	\$280	\$744	\$191	\$3,114

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

¹ Authorized changes include project increases and decreases through January 31, 2019, pursuant to the Commission's G-12 process and project rescissions.

PROJECT SAVINGS REPORT (G-12):

Through January 31, 2019, the California Department of Transportation has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The STIP and SHOPP experienced a decrease of approximately \$74 million of the programmed amounts. This is the result of increases to 101 projects and decreases to 164 projects.

Savings is added to, or subtracted from, current year capacity to make funding immediately available for advancements and project cost increases. These amounts appear under “Authorized Changes,” in the Capital Allocation vs. Capacity Summary on the preceding page.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 4.19
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **DISCUSSION OF THE DRAFT ASSUMPTIONS FOR THE 2020 STIP AND THE AERONAUTICS ACCOUNT FUND ESTIMATES**

ISSUE:

The Draft Assumptions will be presented by the California Department of Transportation (Department) to the California Transportation Commission (Commission) for review and comment at the March 2019 Commission meeting. This document will have a significant impact on the development of the two Fund Estimates. The report contains three sections including: Options, Significant Issues, and Assumptions. The purpose of Sections One and Two is to solicit discussion and obtain the Commission's feedback on various areas that influence the 2020 STIP Fund Estimate, as required by statute. The purpose of Section Three is to identify and describe individual assumptions, as guided by legislation, which impact the two Fund Estimates. The Commission is not requested to provide direction for this Section.

The Department will work with the Commission staff to review all the assumptions contained in the report and make any necessary updates or changes prior to the approval of the final assumptions for the 2020 STIP Fund Estimate and the 2020 Aeronautics Account Fund Estimate, which is currently scheduled for the May 2019 Commission meeting.

RECOMMENDATION:

The Department requests the Commission to review and comment on the Draft Assumptions for the 2020 State Transportation Improvement Program (STIP) Fund Estimate and the 2020 Aeronautics Account Fund Estimate.

BACKGROUND:

Section 14524(d) of the Government Code requires the Commission, in consultation with the Department, to determine the methodology and assumptions of the STIP Fund Estimate. Once the Commission approves the methodology and assumptions, the Department will use these guidelines in determining available program capacity for the STIP and the State Highway Operation and Protection Program over the next five years.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.22
Information

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Robert Nelson
Deputy Director

Subject: **2020 COMPETITIVE PROGRAMS UPDATE**

SUMMARY:

The California Transportation Commission (Commission) has programmed over \$10 billion in Senate Bill (SB) 1 funding for transportation projects that will improve safety, mobility, environmental sustainability, economic vitality, and quality of life in California. The attached SB 1 Implementation Update reflects the status of programs that fall under the Commission's purview.

Building off the success of the initial programming cycle, Commission staff will hold a series of guidelines development workshops throughout 2019. Commission staff expects to present draft guidelines for consideration by the Commission at the October 2019 Commission meeting. Attachment B reflects the tentative schedule for the 2020 competitive programs.

Important activities since the January Commission meeting:

- Commission staff received and is reviewing draft recommendations for the Metropolitan Planning Organization component of the 2019 Active Transportation Program applications.
- Commission staff scheduled two kickoff workshops for the Local Partnership Competitive Program, Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program. The first workshop will be held on March 12, 2019 in Los Angeles and the second will be held on March 21, 2019 in Sacramento.

BACKGROUND:

The Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017), provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding to and increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee.

Attachments:

- Attachment A: SB 1 Update
- Attachment B: 2020 Competitive Program Schedules



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

IMPLEMENTATION UPDATE

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. By enacting this bill, the Legislature has provided additional funding for transportation infrastructure, increased accountability for how transportation funds are spent, enhanced the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs under the oversight of the Commission.

PROGRAMS UNDER COMMISSION OVERSIGHT	
Active Transportation Program	Solutions for Congested Corridors Program
<p>The Active Transportation Program funds projects that encourage biking and walking and improve safety and mobility for non-motorists.</p> <ul style="list-style-type: none"> • 2017 Program – Adopted January 2018 <ul style="list-style-type: none"> ○ \$192 million to 121 new projects for a two-year augmentation through 2018-19 ○ Advanced 52 projects to 2017-18 and 2018-19 • 2019 Active Transportation Program <ul style="list-style-type: none"> ○ Approximately \$446 million ○ Four-year program through 2022-23 ○ Adopted January 2019 <ul style="list-style-type: none"> ▪ Statewide Component – \$237.6 million to 51 projects valued at \$290 million ▪ Small Urban & Rural Component – \$43.8 million to 9 projects valued at \$53.3 million ○ MPO Program Adoption – June 2019 	<p>The Congested Corridors Program funds projects designed to reduce congestion in highly-traveled and highly-congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.</p> <ul style="list-style-type: none"> • \$250 million per year <ul style="list-style-type: none"> ○ Adopted May 2018 ○ \$1 billion to 9 projects valued at more than \$3.5 billion ○ Four-year program through 2020-21 • Comprehensive Multimodal Corridor Plan Guidelines <ul style="list-style-type: none"> ○ Adopted December 2018
Local Streets & Roads	Trade Corridor Enhancement Program
<p>The Local Streets & Roads Program provides funds, apportioned by the State Controller, to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets.</p> <ul style="list-style-type: none"> • 2017-18 Program – \$386 million <ul style="list-style-type: none"> ○ 1,030 Projects Completed - \$61.6 million in SB 1 funds spent ○ 938 Projects In-Progress - \$74.3 million in SB 1 funds spent • 2018-19 Program – \$1 billion <ul style="list-style-type: none"> ○ Approved: 58 counties and 480 cities ○ 2,295 Local Streets and Roads Projects • 2019-20 Program – \$1.1 billion <ul style="list-style-type: none"> ○ Lists of Proposed Projects due May 1, 2019 	<p>The Trade Corridor Enhancement Program funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission.</p> <ul style="list-style-type: none"> • Approximately \$300 million per year <ul style="list-style-type: none"> ○ Adopted May 2018 ○ \$1.4 billion* to 28 projects valued at more than \$4 billion ○ Three-year program through 2019-20 <p><small>*Includes Federal FAST Act Funding</small></p>

<p>Local Partnership Program</p> <p>The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. The Commission approved implementation of the Local Partnership Program as a 50 percent competitive program, 50 percent formulaic program.</p> <p><u>Formulaic Program</u></p> <ul style="list-style-type: none"> • Cycle 1 – Fiscal Years 2017-18 and 2018-19 <ul style="list-style-type: none"> ○ \$200 million ○ Adopted January 2018 ○ \$176.5 million to 69 projects • Cycle 2 – Fiscal Year 2019-20 <ul style="list-style-type: none"> ○ \$100 million ○ Adopted October 2018 ○ 34 projects seeking \$77.2 million <p><u>Competitive Program</u></p> <ul style="list-style-type: none"> • \$100 million per year <ul style="list-style-type: none"> ○ Adopted May 2018 ○ \$308.8 million to 27 projects valued at more than \$1.7 billion ○ Three-year program through 2019-20 	<p>State Highway Operation And Protection Program (SHOPP)</p> <p>The SHOPP is a four-year program of projects adopted by the Commission after holding at least two public hearings and a finding of consistency with the Transportation Asset Management Plan. Funding for SHOPP projects is a combination of federal and state funds, including the Road Maintenance and Rehabilitation Account created by Senate Bill 1. Projects included in the program are limited to capital improvements related to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.</p> <ul style="list-style-type: none"> • Approximately \$1.6 billion per year <ul style="list-style-type: none"> ○ Adopted March 2018 ○ \$18 billion* ○ Four-year program through 2021-22 <p>*Total state and federal funding</p>
<p>State Transportation Improvement Program (STIP)</p> <p>The STIP is the biennial five-year plan adopted by the Commission for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.</p> <ul style="list-style-type: none"> • Adopted March 2018 • \$3.58 billion • \$2.3 billion in new projects • Five-year program through 2022-23 	<p>Accountability</p> <p>Senate Bill 1 states that “it is the intent of the Legislature that Caltrans and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported.”</p> <ul style="list-style-type: none"> • Transportation Asset Management Plan Guidelines – Adopted June 29, 2017 • Asset Class Performance Benchmarks – Adopted March 2018 • Senate Bill 1 Accountability and Transparency Guidelines – Adopted March 2018 • Caltrans Efficiency Measures Report – October 2018 • Assessment of Caltrans’ effectiveness in reducing deferred maintenance and improving conditions on the state highway system – December 2018

Estimated 2020 Competitive Programs Implementation Schedules

Program	Fiscal Years	Draft Guidelines	Adopted Guidelines	Applications Due	Staff Recommendations	Program Adoption	Amount Programmed
Solutions for Congested Corridors (Cycle 2)	2021-22 through 2022-23	August 2019	October 2019	January 2020	June 2020	June 2020	\$ 500,000,000
Local Partnership Program (Competitive, Cycle 2)	2020-21 through 2021-22	August 2019	October 2019	January 2020	June 2020	June 2020	\$ 200,000,000
Local Partnership Program (Formulaic, Cycle 3)	2020-21	August 2019	October 2019	December 2019	February 2020	March 2020	\$ 100,000,000
Trade Corridor Enhancement Program (Cycle 2)	2020-21 through TBD	October 2019	January 2020	March 2020	June 2020	June 2020	State: \$300 million* annually Federal: \$100 million** annually

Disclaimer: The schedule is subject to change through the program guidelines workshop process.

* Approximate annual state funding.

** Approximate annual federal funding.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.8

Published Date: March 1, 2019
Information

From: SUSAN BRANSEN
Executive Director

Prepared By: Alicia Sequeira Smith
Assistant Deputy Director

Subject: **LOCAL STREETS AND ROADS FUNDING PROGRAM UPDATE**

SUMMARY:

The California Transportation Commission (Commission) approved 537 and 538 cities and counties as eligible to receive approximately \$1.4 billion in Road Maintenance and Rehabilitation Account (RMRA) funds for Fiscal Year (FY) 2017-18 and FY 2018-19 apportionments, respectively.

By October 1, 2018, all 537 cities and counties submitted to the Commission a FY 2017-18 Expenditure Report, citing receipt of \$386.4 million in RMRA monthly apportionments. Approximately \$136 million was spent on 1,968 projects, of which 1,030 projects were reported as complete. The FY 2018-19 Expenditure Report will be due to the Commission on October 1, 2019.

Commission staff conducted a Local Streets and Roads Funding Program survey of cities and counties to gather stakeholder feedback regarding their overall program experience and the functionality of the California State Multi-Modal Application Reporting Tool (CalSMART) on-line reporting system, in January 2019. Participant feedback from the survey was positive with an average program experience and CalSMART rating of 93%.

Although no recommendations were made regarding the implementation of the program itself, specific recommendations to improve the CalSMART user experience, data collection, and project reporting were made. Based on the feedback, CalSMART reporting system improvements which would allow cities and counties to link projects proposed or reported on across fiscal years and the creation of a project description dropdown menu, are underway. The California Department of Transportation is assisting with these CalSMART improvements that will be unveiled at Technical Training Webinars held March 26-27, 2019. The webinars will assist cities and counties with the FY 2019-20 list of proposed projects submittal requirements and navigation of the CalSMART reporting system.

The list of proposed projects for FY 2019-20 is due to the Commission by May 1, 2019, via CalSMART. A list of the cities and counties that submit complete proposed project lists by the deadline will be brought forward at the June 2019 Commission meeting for adoption. Complete submittals received after the initial deadline but on or before August 1, 2019, will be brought forward for adoption at the August 2019 Commission meeting. Subsequent submittals received after August 1, 2019, are not eligible for FY 2019-20 funding.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) which established the Road Maintenance and Rehabilitation Account. A percentage of funds in this account are apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 4.11
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM RESOURCE CENTER**

SUMMARY:

The California Department of Transportation (Department) will be providing a presentation on the Active Transportation Program Resource Center (ATRC), to the California Transportation Commission (Commission), as an informational item at the March 13-14, 2019 Commission meeting.

BACKGROUND:

On September 26, 2013, Governor Edmund G. Brown Jr. signed Senate Bill 99 (SB 99) that created the Active Transportation Program (ATP). The ATP consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account and State Safe Routes to School (SR2S), into a single program with the focus on making California a national leader in active transportation.

The ATRC is funded by an ATP grant to the Department and utilizes a combination of Department staff, subject matter experts from State agencies, universities, and consultants to provide active transportation training, tools, and technical assistance that support the ATP. The ATRC provides resources for infrastructure and non-infrastructure ATP project types.

Resources provided by the ATRC include classroom training, webinar training, project and application technical assistance, and tool and resource development to support active transportation projects. Topics include safe routes to school, bicycle and pedestrian planning and design, navigation through the ATP submittal process, and active transportation data collection.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.13
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – QUARTERLY PROGRESS REPORT -**

SUMMARY:

The California Department of Transportation (Department) will be presenting the first Active Transportation Program (ATP) Quarterly Progress Report to the California Transportation Commission (Commission) as an informational item, at the March 13-14, 2019 Commission meeting.

BACKGROUND:

On September 26, 2013, Governor Edmund G. Brown Jr. signed Senate Bill 99 (SB 99) that created the ATP. The ATP consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account and State Safe Routes to School (SR2S), into a single program with the focus on making California a national leader in active transportation.

The ATP, as created by SB 99, provided approximately \$120M annually to projects that encourage increased use of active modes of transportation, such as biking and walking. In September 2016, Assembly Bill 1613 appropriated a one-time investment of \$10 million from the Greenhouse Gas Reduction Fund for the ATP. In April of 2017, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, significantly increased the State's investment in active transportation by adding another \$100M annually to the ATP bringing the total annual funding to approximately \$220M. In addition to the increased funding, SB1 requires Progress, Completion, and Final delivery reports to be submitted quarterly through July 2019 and semi-annually thereafter.

Through the first three cycles of the ATP, the Commission has awarded \$1.18 billion to 720 ATP projects. On January 30, 2019, the Commission adopted the Statewide and Small Urban & Rural components of Cycle 4 ATP Program with another \$280M of ATP funds awarded to 61 projects. The MPO components is scheduled for adoption in June 2019 to complete the Cycle 4 Program.

In December 2018, the Department provided its ATP Status Report that provided status of projects delivery, outcomes and outputs of completed projects, and program trend analysis through September 2018.

The ATP Quarterly Progress Report provides updates based on ATP project delivery information collected from the Progress and Completion reports through December 31, 2018.

To view the Active Transportation Program Quarterly Progress Report,
in its entirety, please use the following link:
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>



**Active Transportation Program
Status Report
March 2019**

**Report to the
California Transportation
Commission**

INTRODUCTION

On September 26, 2013, Governor Edmund G. Brown Jr. signed Senate Bill 99 (SB 99) that created the Active Transportation Program (ATP). The ATP consolidated existing federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account and State Safe Routes to School (SR2S), into a single program with the focus on making California a national leader in active transportation.

The ATP, as created by SB 99, provided approximately \$120M annually to projects that encourage increased use of active modes of transportation, such as biking and walking. In September 2016, Assembly Bill 1613 appropriated a one-time investment of \$10 million from the Greenhouse Gas Reduction Fund for the ATP. In April of 2017, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, significantly increased the State's investment in active transportation by adding another \$100M annually to the ATP bringing the total annual funding to approximately \$220M.

The successful establishment and continued growth of the ATP has been a coordinated effort of the California Transportation Commission (CTC), California Department of Transportation (Caltrans) Metropolitan Planning Organizations (MPO)/Regional Transportation Planning Agencies, local agencies, advocacy groups, and other transportation partners. The CTC creates and updates the ATP guidelines and selects and programs the projects to be funded. Caltrans Local Assistance, in administering the delivery of the ATP, assists project sponsors with meeting the ATP goals, federal and State requirements, monitors and reports program and project status to the CTC and other transportation partners. To maintain regular and consistent participation by various partners, the ATP Technical Advisory Committee (ATP-TAC) was created to advise Caltrans and CTC staff on ATP and project delivery matters to continually improve the ATP through partnership and consensus building. The ATP-TAC membership includes Caltrans and CTC staff, representatives nominated by the County Engineers Association of California, California League of Cities, bicycle and pedestrian advocacy groups, public health and other transportation partners.

Through the first three cycles of the ATP, the CTC has awarded \$1.18 billion to 720 ATP projects. On January 30, 2019, the CTC adopted the Statewide and Small Urban & Rural components of Cycle 4 ATP Program with another \$280M of ATP funds awarded to 61 projects. The MPO components is scheduled for adoption in June 2019 to complete the Cycle 4 Program.

In December 2018, Caltrans provided its ATP Status Report that provided status of projects delivery, outcome/output of completed projects, program trend analysis through September 2018.

This report provides updates based on project delivery information on ATP projects collected through December 31, 2018.

This report has five sections and three attachments:

- **SECTION 1–SUCCESS STORY**
This section highlights five completed ATP projects that are representative of the benefits ATP generates for communities in California.
 - **SECTION 2–PROJECT PROGRESS REPORTS**
This section summarizes and analyzes ATP project progress reports submitted by project sponsors. Details of the progress reports are provided in Attachment A. The Project Watch List is shown in Attachment B.
 - **SECTION 3–COMPLETED PROJECTS**
This section summarizes and analyzes ATP project completion reports submitted by project sponsors. Details of the completion reports are provided in Attachment C.
 - **SECTION 4–PROGRAM ALLOCATION DELIVERY**
This section summarizes and analyzes ATP allocation trends.
 - **SECTION 5–ACTIVE TRANSPORTATION RESOURCE CENTER**
This section summarizes the activities of the Active Transportation Resource Center (ATRC).
-
- Attachment A–ATP Project Progress Report Data
 - Attachment B–ATP Project Watch List
 - Attachment C–ATP Completion Report Data

SECTION 1 - SUCCESS STORY

Rio Real Elementary School – Pedestrian & Street Improvement Project in Ventura County-\$459,000 ATP funds

This ATP project, located on Kenney Street between Vineyard Avenue (SR 232) and Rose Avenue, installed 1,460 linear feet of new sidewalk, curb and gutter, and appurtenant work to improve safety for pedestrians. The project also provided a community-wide initiative that included a bike audit, five pedestrian skills/safety classes, and ten community workshops/stakeholder meetings that reached an estimated 500 residents.



Pedestrians can now safely walk to school without vehicular traffic and parking interference to and from school on Kenney Street.



A community event in Ventura county that included a bike rodeo.

SECTION 2 - PROJECT PROGRESS REPORTS

All programmed ATP projects are required to submit quarterly reports. Caltrans has continued to improve its process for collecting Project Progress Reports by communicating clearly and often with our transportation partners resulting in a reporting compliance rate of 98 percent for the last two rounds of reporting. The detailed information on project progress is captured in *Attachment A – Project Progress Report Data*.

Progress Report Summary and Analysis

Table 1 – Project Progress Report Summary summarizes ATP Project Progress Report submittal for the last four reporting periods in 2018.

Table 1 – Project Progress Report Summary

	Cycle 1 (#)	Cycle 2 (#)	Cycle 3 (#)	Total (#)	Compliance Rate
Required to submit for May	198	199	89	486	-
Received for May	194	195	88	473	97%
Required to submit for September	181	200	231	612	-
Received for September	176	195	229	600	98%
Required to submit for October	171	199	231	601	-
Received for October	168	195	226	589	98%
Required to submit for December	150	194	231	575	-
Received for December	147	188	229	564	98%

Project Progress Report Compliance

For those agencies that continue to fail to submit required Project Progress Reports, Caltrans has taken the following steps:

- Continued to engage the agency and remind them of their responsibility to report.
- Placed the agency on the Project Watch List.

Project Watch List

Currently, there are three projects on the ATP Project Watch List. These three projects are on the list for fail to submit Project Progress Reports for the last two reporting periods. Caltrans will continue to work with these agencies to resolve these issues.

The detailed Project Watch List is captured in *Attachment B – ATP Project Watch List*.

Analysis of Progress Reports

Our preliminary review and analysis of scope, cost, and schedule of the most recent Project Progress Reports demonstrate the following:

- Scope - Approximately 88 percent of the projects are delivering the same scope as stated in the original application. The remaining projects either have received approval for a scope change or are working with Caltrans on a future scope change request.
- Cost - No projects have been identified with a ATP Program cost increase.
- Schedule - Approximately 35 percent of the projects are reported to be either on or ahead of the original schedule; approximately 56 percent of the projects are reported to be behind the original delivery date; the remaining 9 percent did not provide schedule information.

SECTION 3 - COMPLETED PROJECTS

Within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, the implementing agency is required to provide a Project Completion Report to Caltrans on the scope of the completed project, its final cost, schedule, and project benefits as compared to those proposed in the executed project agreements.

Caltrans has received 78 complete Project Completion Reports to date. The detailed information and project outcomes and benefits are captured in *Attachment A – Project Completion Report Data*.

Table 2 - Project Completion Report Summary Results summarizes the results of the completed Project Completion Reports received to date.

Table 2 – Project Completion Report Summary Results

	Cycle 1	Cycle 2	Cycle 3
Completed Project Completion Reports Received	69	8	1
Projects Delivered within Original Estimate	97%	100%	100%
Projects Delivered Before or on Schedule	36%	50%	0%

Caltrans received and reviewed an additional 18 Project Completion Reports since the last ATP Status Report, bringing the total number of reports to 78. Several of the additional 18 reports had time extensions causing the percentage of projects delivered before or on schedule to dip below the prior 100%.

Table 3 - Project Completion Report Summary of Deliverables summarizes the outputs of the completed Project Completion Reports received to date.

Table 3 – Project Completion Report Summary of Deliverables

Improvement Type	Cycle 1	Cycle 2	Cycle 3	Total
Class I Bikeway (miles)	2.6	0.1	0	2.7
Class II Bikeway (miles)	21.9	5.1	0	27.0
Class III Bikeway (miles)	27.5	0	0	27.5
Class IV Bikeway (miles)	0.9	0	0	0.9
New Sidewalks (miles)	19.3	1.7	0	21
Enhanced Sidewalks (miles)	2.0	10.0	0	12.0
Multi-Use Trails (miles)	1.5	0	1.6	3.1
Road Diet (miles)	2.9	0	0	2.9
Intersection Improvements/ADA (each)	375	14	0	389
Crosswalks/Crosswalk Improvements (each)	592	2	0	594
Bike/Ped Bridge (each)	8	1	0	9
Active Transportation Plans (each)	10	2	0	12
Active Transportation Program Projects (each)	22	1	0	23

In its December 2018 Active Transportation Program Status Report to the CTC, Caltrans reported that approximately one-third of completed projects were showing no increase or a net decrease in users after project completion. Through its contacts with project sponsors, and further analysis, Caltrans identified the lack consistent user count methodologies as one of main factors.

To address this issue in the short term, Caltrans is working with the ATP-TAC to create interim guidance for conducting user counts. This guidance will be available to all awardees with training.

To address this issue in the long term, Caltrans has initiated an effort to improve and standardize methods to measure project counts through the ATRC. This effort aims to develop a statewide standard count methodology and database to be utilized prior to beginning construction of a project or implementation of non-infrastructure activities and after the project is completed. In addition, Caltrans is working through ATRC to purchase counters for use by local agencies. Once ATP project sponsors begin utilizing the counters and standard methodology and inputting information into the counts database, ATP project counts will be more reliable, and easier to interpret to help measure the benefits resulting from each project.

Other efforts through the ATRC to improve ATP Program performance are contained in SECTION 5 – ACTIVE TRANSPORTATION RESOURCE CENTER.

SECTION 4 - PROGRAM ALLOCATION DELIVERY

Caltrans has tracked all CTC actions on approval of ATP project allocation requests and created the Programmed vs. Allocated report since May of 2015. This report is available approximately 30 days after each CTC meeting and is presented to CTC staff and the ATP-TAC on a quarterly basis. The report of programmed vs allocated ATP funds describes the number of projects and percentage of ATP funds per cycle that have been allocated for each phase of all projects. Successful and timely allocation of ATP funds demonstrates that projects are moving forward on schedule toward construction and completion and is an important measure of the success of the program overall.

Table 4 – Allocation Delivery Trends illustrates the percentage of funds allocated to date per Cycle. All Cycle 1 projects and 97 percent of Cycle 1 funds have been allocated. Allocation is in progress for projects from Cycles 2 and 3.

Table 4 – Allocation Delivery Trends

	Cycle 1	Cycle 2	Cycle 3
Allocation Status	Closed	In Progress	In Progress
Program Years	2014/15 – 2015/16	2016/17 – 2018/19	2017/18 – 2019/20
Percent of Programmed Funding	97%	39%	17%

Time Extensions

Time extensions are allowed for ATP projects when agencies encounter unforeseen or extraordinary circumstances. The rate of time extension requests for projects in the program is trending downward based on current data.

Cycle 1 allocated 97 percent of programmed funding with 81 percent of the phases delivered within original schedule. Cycle 2 is currently allocated at 39 percent of programmed funds with 61 percent of the phases delivered within original schedule. Cycle 3 is currently allocated at 17 percent of programmed funds with 29 percent of the phases delivered within original schedule.

Caltrans is monitoring the trends for time extensions, and although it is early in the analytical process to determine a definitive cause for the declining rate of time extensions, current trends indicate a declining number of requests for time extensions. Time extension trends will continue to be monitored and analyzed.

Scope Changes

Scope changes are considered when a local agency contacts Caltrans with a scope change request. Once received, Caltrans staff analyze the change in ATP benefits and change in the

nature of the original application, and then makes a recommendation to CTC staff for approval, or denial, of the change request.

Minor scope changes are those with little or no impact to, or which increase, the project ATP benefits. Major scope changes are defined as any significant change to a project: with the potential to negatively impact the project's ATP benefits; or that alters the nature of the original application, even if there are no expected, negative impacts, to the project's ATP benefits.

To date, Caltrans has received 76 ATP scope change requests from local agencies for CTC consideration. Of the 76 requests, 52 have been approved (49 Minor, 3 Major), three have been denied (2 Minor, 1 Major), 14 are still working through the process, and seven have been withdrawn by the requesting agency.

SECTION 5 - ACTIVE TRANSPORTATION RESOURCE CENTER

Caltrans, Division of Local Assistance, manages the ATP-funded ATRC, whose mission is to provide resources, technical assistance, and training to partners across California to increase opportunity for the success of active transportation projects. Through the ATRC, Caltrans has partnered with the California Department of Public Health, the Sacramento State College of Continuing Education, the Local Government Commission, and UC Berkeley to create active transportation-related tools and resources for local agencies with a focus on providing assistance to disadvantaged communities.

Table 5 – ATRC Funding and Status shows the programmed funds, allocated funds, and status by Cycle.

Table 5 – ATRC Funding and Status

Cycle	Programmed Funds (million)	Allocated Funds (million)	Status
1	\$1.875	\$1.875	Under contract
2	\$3.57	\$3.57	Under Contract
3	\$5.058	0	Allocation of 19/20 funds in Mar 19
4	\$4.630	0	Programmed in 21/22 & 22/23

The following outlines the current efforts of the ATRC.

ATRC Funded Resources, Tools, Technical Assistance, and Training/NI Resources – California Department of Public Health

- Hosts monthly webinars on NI topics.
- Provides on-call NI technical assistance by phone or e-mail.
- Develops rapport with NI awardees.
- Provides NI-focused community workshops upon request.
- Coordinates ATP Flash Training Videos for quick reference training on various ATP topics.
- Gathers and creates resources for use on NI projects.
- Writes ATRC newsletter for distribution through the ATRC list serve.

ATRC Training, Coordination, and Support - Sacramento State College of Continuing Education

- Coordinates classroom deliveries of *Bicycle Transportation: An Introduction to Planning and Design* - eight (8) deliveries in 2018 with 6 planned in 2019.
- Convert the bicycle transportation course (referenced above) into a self-paced online training course.
- Coordinates delivery of FHWA's Focus City training - four of the seven California Focus Cities and two additional cities have received training in 2017/2018. More will receive training in 2019. tjanvelyan@altavistasolutions.com
- Provides support and analysis for a statewide active transportation needs assessment.

-
- Works to implement a statewide automated bicycle/pedestrian counter equipment lending program for local agencies borrow equipment to conduct user counts and data from active transportation projects.
 - Manages the ATRC website and ATRC list server.

ATP-Transportation Injury Mapping System (TIMS) Tool and Street Story - UC Berkeley SafeTREC

- Develops and maintains an online data tool which displays bicycle and pedestrian crashes in a heat map relative to an ATP project within a specific community. The ATP-TIMS Tool was successfully used to demonstrate safety needs in the CY 4 ATP Applications. The ATP TIMS Tool can be found at <https://tims.berkeley.edu/login.php?next=/tools/atp/>
- Updates to the ATP-TIMS tool will include a new feature to allow a user to create a before and after report of the crash data for the specific ATP project limits.
- Will develop an ATP tool on the Street Story platform that allows agencies to solicit public input specific to an ATP project. The information collected through this tool could be used as supporting documentation for public outreach as part of a future ATP application.

ATP Technical Assistance for Disadvantaged Communities - Local Government Commission

- In coordination with Cycle 4, provided focused technical assistance to five disadvantaged communities which included active transportation training, networking sessions, and application support and review (*in partnership with California Climate Investments*). Twenty-three total requests were received
- After the Cycle 4 Statewide and Small Urban and Rural (SU&R) competition:
 - 3 of the 5 were on the Statewide or SU&R lists.
 - 2 of the 5 were not on the lists, but may be competitive in the Metropolitan Planning Organization solicitation.
- The ATRC will hire a consultant to provide expanded technical assistance services in coordination with Cycle 5.

Statewide Active Transportation Count Database – Southern California Association of Governments (SCAG)

- Develop a Statewide Active Transportation Count Guidance that includes statewide counting methodologies for both manual and automated counts as well as a methodology to determine project level counts for ATP projects. This will establish statewide consistencies for active transportation data collection and reporting.
- Expand SCAG's existing regional count database statewide and modify it as necessary to meet the needs of stakeholders and the ATP. This will provide a one-stop repository for statewide bicycle and pedestrian count data for users to view, query, and download count volumes, including those specific to ATP projects.

Active Transportation Research-Based Benefit-Cost Comparison Tool - University of California, Davis

-
- Develop a research-based easy-to-use ATP project Benefit-Cost Comparison Tool for the ATP to look at projects through a variety of benefits. The tool is projected to be updated over time as more research becomes available to continually make the tool more reliable and consistent. It is envisioned that this tool could be used as part of the ATP application evaluation process in future ATP cycles.

ATP Evaluation Contract (Upcoming)

- The ATRC will hire a consultant to develop and perform program and project evaluation analysis, including project profiles and a long-term impact analysis.

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
4610A	4610B	1	1	Mendocino Council of Governments	Covelo State Route 162 Corridor Multi - Purpose Trail Phase 1	UNCHANGED			- -	- -	- -	- -	- -	07/07/2015 01/31/2019	An 8 month extension was approved by CTC at March 16-17 meeting, extending expenditure deadline to 3/7/19.	233	847	430	184	0	0	233	0	847
4611		1	1	Mendocino Council Of Governments	Mendocino County Health and Human Services Agency (HSSA) Safe Routes to School Project	UNCHANGED			- -	- -	- -	- -	- -	07/07/2015 01/31/2019	An 8 month extension was approved by the CTC at their March 16-17, 2018 meeting, extending the expenditure deadline to 3/7/19.	871	871	0	0	0	0	871	0	871
2572		1	2	Redding	City of Redding - Placer Street Improvement Project	UNCHANGED			09/30/2015 11/12/2015	10/31/2015 11/12/2016	03/21/2016 03/21/2016	02/16/2016 09/09/2016	05/01/2018 05/01/2018	- -		2296	2296	0	0	0	2296	0	88	2208
2571		1	2	Shasta Regional Transportation Agency	Shasta Safe Routes to School	UNCHANGED			- -	- -	- -	- -	- -	NP		500	500	0	0	0	0	500	0	500
1521		1	3	Auburn	Nevada Street Pedestrian and Bicycle Facilities	UNCHANGED			11/01/2014 11/16/2015	03/01/2015 11/02/2016	03/01/2015 04/28/2016	05/01/2015 11/14/2017	06/01/2016 11/29/2019	- -	The project was split into 2 phases. Phase 1 construction contract was executed on 8/28/2017 and construction started on 11/13/2017. Construction for Phase 1 concluded and was accepted by the City on 4/6/2018. Phase 2 is anticipated to be re-bid by March	5886	799	0	0	0	799	0	100	699
1919		1	3	Davis	City of Davis - Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	- 05/31/2019		562	562	0	0	0	0	562	619	-57
1677		1	3	Elk Grove	Lower Laguna Creek Open Space Preserve Trail	UNCHANGED			09/01/2015 04/28/2016	08/01/2016 06/13/2018	08/01/2016 09/06/2017	12/30/2016 07/10/2018	12/30/2017 03/31/2019	- -		2237	1573	106	160	83	1224	0	25	1548
1683		1	3	Folsom	Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	UNCHANGED			01/12/2015 01/12/2015	12/16/2016 03/16/2018	06/17/2016 08/10/2016	06/16/2017 07/24/2018	12/29/2017 05/24/2019	- -		2272	992	35	75	0	882	0	275	717
1681		1	3	Galt	South Galt Safe Routes to Schools	UNCHANGED			09/30/2014 09/11/2015	05/01/2015 05/01/2017	05/01/2015 03/23/2017	11/02/2015 11/07/2017	07/15/2016 01/22/2019	- -		2150	1800	0	0	0	1800	0	0	1800

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1680		1	3	Rancho Cordova	Mather Rails to Trails Project	UNCHANGED			02/02/2015 04/21/2016	04/01/2015 10/06/2017	04/01/2015 04/20/2017	10/01/2017 02/22/2018	06/22/2017 12/20/2018	- -		3692	2282	0	199	0	2083	0	21195	-18913
1522		1	3	Roseville	Downtown Roseville Class I Trails	UNCHANGED			02/01/2015 11/23/2015	04/01/2015 03/16/2016	04/01/2015 12/28/2015	07/01/2015 07/19/2017	10/01/2016 03/18/2020	- -		2547	1236	0	0	0	1236	0	2411000	-2409764
1921		1	3	West Sacramento	Citywide Bike Lane Gap Closures	UNCHANGED			01/22/2015 -	05/28/2015 -	NP	01/19/2017 07/31/2019	NP	- -		525	525	35	89	0	401	0	0	525
1922		1	3	West Sacramento	City of West Sacramento West Capitol Avenue Cycle Track	UNCHANGED			- -	- -	- -	- -	- -	- -	The project has been completed through the funded design phase and is currently under construction with other funding. The close out process has been started for this funding.	87	87	27	55	5	0	0	0	87
2013		1	3	Yuba County	Ella Elementary School Safe Routes to School Project	UNCHANGED			07/15/2015 10/21/2015	03/30/2016 05/19/2016	02/25/2016 02/26/2016	06/27/2016 11/14/2016	04/29/2017 05/15/2018	- -		1874	1195	60	100	0	1035	0	1366	-171
2190E		1	4	Alameda	Cross Alameda Trail	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/24/17		- -	- -	- -	- -	- -	07/19/2017 09/30/2019	Per 10/23/18 email from Mary Hartegan, no Corrective Action Plan was needed to move offering of final bike safety classes at one school from "by July" to "by September 30", when the grant period ends, to accommodate the school principal's request.	141	123	0	0	0	0	123	0	123
2190N		1	4	Alameda County Public Works Agency	Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project	UNCHANGED			NP	NP	NP	NP	NP	- -		708	708	0	0	0	708	0	115	593
2190F		1	4	Alameda County Public Works Department	Be Oakland, Be Active: A Comprehensive Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	- 03/30/2019		988	988	0	0	0	0	988	500	488
2190K		1	4	Alameda County Public Works Department	Safe Routes to Schools - Alameda County Unincorporated Areas	UNCHANGED			- -	- -	- -	- -	- -	- 06/28/2019		668	668	0	0	0	0	668	0	668

NOTE: The Town of Paradise is exempt from reporting until further notice.

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2190A		1	4	Alameda County Transportation Commission	East Bay Greenway	UNCHANGED			12/01/2016 11/16/2018	- -	- -	- -	- -	- -		3000	2656	2656	0	0	0	0	0	2656
2190B		1	4	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	UNCHANGED			05/04/2015 09/30/2018	05/01/2016 01/30/2019	09/01/2016 02/28/2019	12/01/2016 04/30/2019	02/01/2017 12/30/2019	- -		3163	335	0	335	0	0	0	0	335
2190G		1	4	Berkeley	City of Berkeley - Safe Routes to School Improvements for Leconte Elementary	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/02/18		07/01/2010 09/08/2017	12/31/2015 02/02/2016	10/31/2015 02/08/2018	06/30/2016 09/04/2018	06/30/2018 10/31/2018	- -		758	682	0	82	0	600	0	293000	-292318
2150C		1	4	County of Santa Clara	Gilroy Moves	UNCHANGED			- -	- -	- -	- -	- -	04/11/2016 06/30/2019		1876	1876	0	0	0	0	1876	61000	-59124
2122B		1	4	East Bay Regional Park District (RPD)	San Francisco Bay Trail, Pinole Shores to Bay Front Park	UNCHANGED			- 12/21/2015	- 12/02/2016	- 11/16/2016	- 05/16/2017	- 10/15/2018	- -		7100	4000	0	0	0	4000	0	475	3525
1040A		1	4	East Palo Alto	East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing	UNCHANGED			NP	04/27/2017 04/27/2017	02/07/2017 02/07/2017	10/30/2017 10/30/2017	04/30/2019 04/30/2019	- -		11004	8600	0	0	0	8600	0	320	8280
2190D		1	4	Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection	UNCHANGED			03/31/2015 09/19/2016	12/31/2015 12/31/2016	12/31/2015 12/31/2016	03/01/2016 11/28/2017	06/30/2017 06/30/2019	- -		7128	3598	0	0	0	3598	0	1604	1994
2190L		1	4	Oakland	City of Oakland Improvements for Safe Routes to School	UNCHANGED			NP	10/31/2015 04/29/2016	- 05/04/2016	10/01/2016 12/31/2016	10/31/2017 02/28/2019	- -		1236	1236	0	0	0	1236	0	1461	-225

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2190J		1	4	Oakland	City of Oakland - Lake Merritt to Bay Trail Bicycle Pedestrian Gap closure	UNCHANGED			05/18/2016 05/18/2016	01/30/2017 06/30/2019	01/30/2017 06/30/2019	05/30/2017 03/31/2020	05/30/2017 03/31/2022	- -	PS&E design phase received 12 month extension.	16212	3210	0	2885	325	0	0	3660	-450
2190M		1	4	Oakland	High Street - Courtland Avenue - Ygnacio Avenue Intersection Improvements for Safe Routes to School	UNCHANGED			12/31/2015 01/13/2016	09/30/2015 03/30/2016	12/31/2015 03/07/2016	03/30/2017 07/10/2017	06/30/2018 03/30/2019	- -	Construction completion date has been pushed due to having a utility project (EBMUD) in the project area.	1606	1128	0	0	0	1128	0	0	1128
2023A		1	4	San Francisco County Dept. of Public Health	San Francisco Safe Routes to School Non-Infrastructure Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/15/18		- -	- -	- -	- -	- -	10/01/2015 08/31/2018		990	990	0	0	0	0	990	400	590
2023B		1	4	San Francisco Department of Public Works	John Yehall Chin Safe Routes To School	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/18/18		- -	12/31/2016 02/28/2019	- -	02/27/2019 05/31/2019	09/30/2019 12/31/2019	- -	Requested time extension for PS&E expenditure deadline for 8 months. Previous deadline was 06/30/2018. Time extension was approved on 8/24/18. The new deadline is 2/28/19.	4200	514	21	493	0	0	0	0	514
2023D		1	4	San Francisco Municipal Transportation Agency	San Francisco Citywide Bicycle Wayfinding Project	UNCHANGED			06/01/2015 04/22/2016	09/01/2015 06/20/2019	09/01/2015 12/07/2015	09/01/2015 10/01/2017	09/01/2017 12/31/2019	- -		1145	792	0	0	0	792	0	4000	-3208
2023C		1	4	San Francisco Municipal Transportation Agency	San Francisco Safer Streets: Increasing Bicycling and Walking in San Francisco	UNCHANGED			06/30/2015 01/23/2015	- -	- -	- -	- -	02/16/2016 07/31/2018		2000	2000	0	0	0	0	2000	3500	-1500
2023E		1	4	San Francisco Municipal Transportation Agency	Vision Zero Safety Investment	UNCHANGED			09/30/2014 10/27/2011	08/30/2015 11/28/2016	NP	03/01/2016 10/26/2016	10/01/2019 10/01/2020	- -	Several utility conflicts encountered and is delaying the project completion schedule.	7004	4058	0	0	0	4058	0	615	3443
1040B		1	4	San Mateo County Office of Education	San Mateo County Safe Routes to School for Health and Wellness	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/17/18		- -	- -	- -	- -	- -	09/06/2017 05/17/2020		900	900	0	0	0	0	900	86	814

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+II	ATP Allocated	ATP Unallocated	
									Top Dates - original application target date Bottom Dates - current target date																
2150B		1	4	Santa Clara Valley Transportation Authority	Santa Clara Co. VTA's Central and South County Bicycle Corridor Plan	UNCHANGED			11/24/2014 12/17/2014	- -	- -	08/30/2015 09/30/2015	08/30/2017 06/30/2018		PA&ED is for CEQA only.Project is for plan, so dates are placed in CON field.CON End Date is for contract acceptance, not final work. Final work by VTA staff completed by 9/30/2018.	500	443	0	0	0	0	443	300	143	
2172C		1	4	Sonoma County Transportation and Public Works Department	Sonoma County Safe Routes to School High School Pilot Program	UNCHANGED			- -	- -	- -	- -	- -	- 09/30/2019		872	872	0	0	0	0	872	0	872	
2296		1	5	County of Monterey, Resource Management Agency Dept. of Public Works	Castroville Bicycle/Pedestrian Path and Railroad Crossing Project	UNCHANGED			- 02/10/2014	- 05/06/2016	- 03/24/2016	- 01/24/2017	10/31/2018 04/30/2019	- -		8931	913	0	0	0	913	0	103	810	
2611		1	5	Goleta	Hollister Class I Bike	UNCHANGED			12/18/2009 01/14/2016	03/01/2015 12/19/2016	03/01/2015 01/14/2016	05/05/2015 05/22/2017	09/01/2015 11/30/2018	- -	The City was granted 2 time extensions from the CTC for Allocation of Construction funding and for Construction Award deadline. The first at 6/25/2015 meeting for 9 months to extend the Allocation deadline from 6/30/2015 to 03/31/2016.	5304	1644	0	0	0	1644	0	200	1444	
2610		1	5	Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/20/18		- 03/18/2015	- 06/28/2018	- 03/15/2017	- 05/01/2018	- 12/31/2018	- -	Project on schedule.	9886	6478	0	841	0	5637	0	100	6378	
2602		1	5	Santa Barbara	Lower Milpas Pedestrian Improvement	UNCHANGED			08/31/2015 07/04/2016	08/12/2015 06/29/2017	10/31/2015 05/15/2017	02/02/2016 10/17/2017	04/10/2016 09/12/2018	- -	Project construction is complete. Dollar amount shown above is what's been paid to contractor. Final invoices including retention payment are in the City pipeline for processing. Final ATP report and Final expenditure reporting to follow shortly.	1617	1097	20	105	0	972	0	799	298	
2601		1	5	Santa Barbara	Las Positas Road Multiuse Path	UNCHANGED			12/31/2015 03/16/2017	06/30/2016 05/31/2019	03/01/2017 04/01/2019	07/31/2017 12/16/2019	06/30/2018 06/30/2021	- -	ATP Cycle 1 funds for PA&ED and PS&E phases only. ATP Cycle 3 Augmentation funds received for ROW Phase and were allocated at January 2018 CTC meeting. ATP Cycle 3 Augmentation funds for construction were approved at May 2018 CTC meeting.	1550	1372	354	1018	0	0	0	4200	-2828	
2603		1	5	Santa Barbara	Montecito - Yanonali Street Bridge Replacement and Pedestrian Improvement	UNCHANGED			06/30/2015 06/30/2015	06/30/2015 06/30/2016	NP	06/30/2016 03/26/2019	04/18/2020 02/15/2019	- -	Contract completion date is now scheduled for Feb 15, 2019.	4979	3442	147	450	0	2845	0	100	3342	

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2599		1	5	Santa Barbara	Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	08/18/16		07/09/2015 09/22/2016	10/27/2016 03/08/2017	04/15/2015 11/17/2016	02/17/2017 07/31/2017	02/23/2018 05/24/2018	- -		2703	2703	150	400	0	2153	0	330	2373
6769		1	6	Arvin	T02 - Sidewalk Improvements at Various Locations	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM			02/21/2015 12/15/2015	03/21/2015 11/16/2015	NP	03/21/2015 12/15/2015	06/30/2015 06/27/2016	- -	Construction was completed by June of 2016. Caltrans audited the project in 2017-18, and determined that all scope items had not been completed while all money had been spent without proper documentation for scope changes. Project to be constructed using	680	680	0	100	0	580	0	300	380
6746		1	6	Delano	Safety and Education for an Active Delano School Community	UNCHANGED			NP	06/15/2015 06/15/2015	NP	05/03/2016 06/30/2016	08/12/2016 12/05/2016	01/08/2018 12/31/2018		393	393	0	31	0	312	50	134	259
6777		1	6	Dinuba	Class II and Class III Bike Lanes	UNCHANGED			NP	NP	NP	03/01/2016 03/23/2016	04/28/2017 05/15/2018	11/01/2016 08/01/2018		295	261	0	0	0	243	17	261	0
6759		1	6	Fresno	Sidewalks on Hughes Avenue from Hedges to Floradora	UNCHANGED			05/15/2015 06/09/2015	10/01/2015 09/01/2017	08/01/2015 02/23/2017	06/01/2016 06/18/2018	09/01/2016 12/17/2018	03/01/2017 05/18/2017	Current Target Completion Date - CON Begin: Changed from the actual date of Award to the date the GC received the NTP - this was an oversight on previous reports.Current Target Completion Date - CON End: Changed to match the actual Acceptance Date.	413	208	2	8	71	98	29	2002	-1794
6768		1	6	Parlier	Manning Avenue Safe Routes to School	UNCHANGED			10/30/2015 01/15/2016	01/29/2016 06/08/2016	02/19/2016 06/08/2016	02/29/2016 09/20/2017	08/31/2016 07/31/2018	- -		361	200	3	17	0	180	0	0	200
5186		1	7	Baldwin Park	Maine Avenue Corridor Complete Streets Improvements	UNCHANGED			10/15/2014 04/15/2016	05/15/2015 12/15/2017	10/15/2015 10/17/2016	07/15/2016 04/30/2018	01/16/2017 02/01/2019	- -		2246	2201	0	0	0	2201	0	0	2201

NOTE: The Town of Paradise is exempt from reporting until further notice.

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5087		1	7	Bell	Florence Avenue Pedestrian Improvement Project, City of Bell	UNCHANGED			- -	06/01/2016 05/22/2019	08/01/2016 08/01/2016	09/01/2016 10/01/2019	12/01/2017 08/28/2020	- -		2405	62	0	62	0	0	0	0	62
5154		1	7	Bell Gardens	Bell Gardens Citywide Safety Enhancement Project	UNCHANGED			12/01/2014 08/22/2016	09/01/2015 09/26/2017	06/01/2015 02/01/2016	01/01/2016 01/08/2018	04/01/2016 06/30/2018	- -		997	802	0	0	0	802	0	0	802
4934		1	7	Carson	City of Carson Active Transportation Project	UNCHANGED			06/30/2015 08/12/2015	08/31/2017 12/31/2018	NP	12/31/2017 03/01/2019	06/30/2018 12/31/2019	03/01/2019 12/31/2020		1482	1482	0	46	0	936	500	0	1482
4959	4960	1	7	County of Los Angeles Dept. of Public Works	Florence - Firestone Community Safe Routes to School Program	UNCHANGED			06/15/2016 07/06/2015	05/05/2016 04/13/2019	05/26/2016 05/19/2019	06/20/2016 10/22/2015	04/28/2017 03/22/2018	08/18/2016 06/30/2019		1302	960	0	110	0	745	105	10	950
4310		1	7	County of Los Angeles Dept. of Public Works	Willowbrook Area Pedestrian Access Improvements	UNCHANGED			03/03/2014 10/26/2015	02/01/2015 03/01/2016	01/22/2015 03/10/2016	11/01/2015 09/27/2016	12/01/2016 08/16/2019	- -	The approximate time of project completion has been delayed to Fall 2019.	5555	3865	0	0	0	3865	0	542	3323
4914A	4914B	1	7	County of Los Angeles Dept. of Public Works	East Los Angeles Community Safe Routes to School Program	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	04/01/15		06/30/2015 03/14/2016	05/05/2016 03/16/2016	05/26/2016 04/28/2016	- 06/01/2017	04/28/2017 02/05/2018	08/18/2016 06/30/2019		930	810	0	100	0	550	160	0	810
5195		1	7	County of Los Angeles Dept. of Public Works	Eastside Light Rail Bike Interface Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	02/24/16		01/31/2014 01/31/2014	02/28/2015 02/28/2015	03/30/2015 03/30/2015	12/01/2015 12/01/2015	06/01/2016 01/31/2019	- -	Construction activities are anticipated to be completed by the end of January 2019.	2625	1305	0	0	0	1305	0	988	317
4528		1	7	Covina	Covina Bicycle Network Phase 2	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/08/18		NP	08/31/2015 10/26/2017	09/30/2015 03/22/2017	04/30/2018 04/30/2018	06/29/2018 02/01/2019	- -	Contractor delayed schedule. Local agency continues to put pressure on Contractor to complete work in a timely manner. Anticipated project completion in early February 2019.	839	839	0	0	0	839	0	2193	-1354

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
4529		1	7	Duarte	Duarte Gold Line Station Pedestrian and Bicycle Improvements	UNCHANGED			NP	NP	NP	NP	NP	- -		1305	1305	0	148	0	1157	0	500	805
4918		1	7	El Monte City School District	Durfee - Thompson Elementary Emerald Necklace Walking School Bus	UNCHANGED			- -	- -	- -	- -	- -	12/06/2018 12/06/2018	Work on project complete. Remaining Budget is expense budget, due to not spending all giveaway funding based on updated ATP rules.	604	604	0	0	0	0	604	1097	-493
4907		1	7	Glendale	City of Glendale Safe Routes to School Improvements	UNCHANGED			04/08/2015 04/27/2015	08/03/2015 06/26/2017	05/01/2015 03/10/2017	02/01/2016 04/09/2018	12/01/2016 11/09/2018	- -	Construction Funds allocation was extended 12 months from 6/30/2016 to 6/30/2017.	1531	1642	0	126	0	1516	0	1876	-234
4890		1	7	Glendale	Citywide Safety Education Initiative	UNCHANGED			- -	- -	- -	- -	- -	- 03/31/2019	Granted CTC Extension for six months 03/31/2019.	500	500	0	0	0	0	500	500	0
4889		1	7	Glendale	Citywide Pedestrian Plan	UNCHANGED			- -	- -	- -	- -	- -	- 03/31/2019	Granted CTC Extension for six months 03/31/2019.	500	500	0	0	0	0	500	345	155
4901		1	7	Inglewood	Active Transportation Plan and Safe Routes to School Plan	UNCHANGED			- -	- -	- -	- -	- -	09/29/2015 06/29/2019		486	486	0	0	0	0	486	0	486
4880		1	7	Lancaster	City of Lancaster - Safe Routes to School Master Plan	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	08/30/17		- -	- -	- -	- -	- -	- 02/28/2019	Working on final invoice.	366	322	0	0	0	0	322	0	322

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
4881		1	7	Lancaster	5th Street East Corridor Improvements	UNCHANGED			11/03/2014 -	01/25/2015 03/13/2015	NP	09/01/2016 06/15/2018	04/28/2017 04/30/2018	NP		1438	1438	0	85	0	1323	30	668	770
5190		1	7	Los Angeles	San Fernando Road Bike Path - Phase 3	UNCHANGED			NP	NP	- 03/19/2018	08/20/2021 -	NP	- -		25430	21195	0	0	0	21195	0	525	20670
4871		1	7	Los Angeles	Hollywood Western Pedestrian Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	04/30/15		06/01/2015 07/30/2015	04/01/2016 10/06/2016	04/01/2016 08/03/2018	12/01/2016 04/28/2018	06/01/2017 04/28/2019	- -		3014	2288	258	64	0	1966	0	526	1762
5199		1	7	Los Angeles	Top 50 Safe Routes to School Safety Assessments and Travel Plans	UNCHANGED			- -	- -	- -	- -	- -	02/15/2017 12/31/2019		1900	1900	0	0	0	0	1900	500	1400
4309		1	7	Los Angeles	Beverly Boulevard Active Transportation Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	02/13/17		NP	12/01/2015 01/31/2017	03/30/2016 05/26/2017	08/01/2016 06/29/2017	05/01/2017 06/30/2019	- -		1240	992	0	0	0	992	0	780	212
4869		1	7	Los Angeles	Expo Line Bundy Station First Last Mile Improvements	UNCHANGED			04/01/2014 01/21/2016	12/01/2015 02/15/2016	03/30/2016 03/07/2016	08/01/2016 05/19/2016	05/01/2017 06/29/2018	- -		3450	3053	287	0	0	2766	0	480	2573
4870		1	7	Los Angeles	Eastside Active Transportation Linkages Phase II	UNCHANGED			NP	12/01/2015 03/17/2017	03/30/2016 03/07/2016	08/01/2016 05/11/2017	05/01/2017 02/28/2020	- -		3651	2237	382	0	0	1855	0	1822	415
4874		1	7	Los Angeles	Expo Line Pedestrian Improvements, Crenshaw to City Limit - City of Los Angeles	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/02/15		NP	12/01/2015 03/01/2016	03/30/2016 03/07/2016	08/01/2016 05/16/2016	05/01/2017 10/30/2018	- -		2667	2311	178	0	0	2133	0	816	1495
5042		1	7	Los Angeles	Los Angeles River Bike Path, Headwaters, and Owensmouth - Mason	UNCHANGED			NP	NP	NP	06/07/2018 07/01/2019	12/07/2021 07/01/2022	- -		5432	5432	0	0	0	5432	0	358	5074
4876		1	7	Los Angeles Dept. of Transportation	Safe Routes to School Education and Enforcement Programs and Pilots	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM			- -	- -	- -	- -	- -	02/21/2017 12/31/2019		2829	2829	0	0	0	0	2829	70	2759

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5197		1	7	Los Angeles Bureau of Street Services, Engineering Division	Cesar E. Chavez Connections	UNCHANGED			NP	12/01/2015 04/29/2017	03/30/2016 04/10/2017	08/01/2016 06/29/2017	05/01/2017 12/31/2020	- -		1957	1565	0	0	0	1565	0	0	1565
4537		1	7	Los Angeles County Dept. of Public Works	Vermont Avenue Bike Lane, Manchester - El Segundo Project	UNCHANGED			08/08/2015 02/16/2016	02/26/2016 11/28/2017	01/28/2016 07/11/2016	03/22/2016 07/16/2018	09/01/2017 01/01/2019	- -	Construction has been delayed by approx. 6 months due to Caltrans permit extension and the City of Los Angeles approval.	1317	676	0	0	0	676	0	1640	-964
4909		1	7	Los Angeles County Dept. of Public Health	Unincorporated Los Angeles County Pedestrian Plans and Programs	UNCHANGED			- -	- -	- -	- -	- -	02/01/2016 01/31/2019		1498	1445	0	0	0	0	1445	1101	344
4873		1	7	Los Angeles Dept. of Transportation	Little Tokyo Pedestrian Safety Project	UNCHANGED			06/01/2015 03/31/2017	04/01/2016 04/30/2017	04/01/2016 04/15/2017	12/01/2016 12/18/2017	06/01/2017 12/18/2019	- -		6061	3316	530	133	0	2653	0	4187	-871
4864		1	7	Los Angeles Dept. of Transportation	Safe Routes to School Infrastructure Improvements for Sheridan Street Elementary School and Breed Street Elementary School	UNCHANGED			01/31/2015 11/28/2016	03/31/2016 04/30/2017	03/31/2016 04/15/2017	12/01/2016 12/18/2017	12/01/2018 12/18/2019	- -		7267	5092	814	204	0	4074	0	0	5092
4917		1	7	Los Angeles LA River Revitalization Corp (LARRC)	North Atwater Non-Motorized Multimodal Bridge (La Kretz crossing)	UNCHANGED			NP	NP	- 01/20/2016	02/15/2015 07/01/2017	12/31/2017 12/31/2019	- -		3660	3660	0	0	0	3660	0	0	3660
4931		1	7	Los Angeles, Dept. of Public Works, Bureau of Engineering	Sixth (6th) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/17/18		NP	05/10/2015 10/15/2018	NP	NP	NP	- -		2552	2552	0	500	0	2052	0	181	2371
4872		1	7	Los Angeles, Dept. of Transportation	Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones Elementary School	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/14/16		01/31/2015 01/19/2016	03/31/2016 03/31/2017	03/31/2016 08/29/2016	12/01/2016 12/18/2017	12/01/2018 12/18/2019	- -		7578	4292	686	172	0	3434	0	0	4292
4866		1	7	Los Angeles, Dept. of Transportation	Safe Routes to School Infrastructure Improvements for Hollywood High and Selma Avenue Elementary School	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	01/11/16		01/31/2015 06/13/2016	03/31/2016 10/06/2016	03/31/2016 08/29/2016	12/01/2016 04/28/2017	01/01/2018 04/28/2019	- -		4085	3412	529	132	0	2751	0	1732	1680

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
4867		1	7	Los Angeles, Dept. of Transportation	Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/11/16		01/31/2015 11/03/2016	03/31/2016 03/31/2017	03/31/2016 09/07/2016	12/01/2016 12/18/2017	12/01/2018 12/18/2019	- -		6458	4742	758	190	0	3794	0	250	4492
4935		1	7	Norwalk	Foster Road Side Panel Safe Routes to School Improvement Project	UNCHANGED			05/01/2015 05/23/2016	10/01/2015 07/27/2017	10/01/2015 08/10/2016	02/01/2016 12/29/2017	10/03/2016 02/08/2019	01/14/2019 01/31/2019		2305	2208	0	100	0	2078	30	708	1500
5147		1	7	Oxnard	Proposed Oxnard Boulevard Bike Lanes	UNCHANGED			06/18/2015 06/18/2015	06/01/2017 11/30/2019	06/30/2016 12/31/2019	03/30/2020 08/30/2020	- -	- -		1372	57	0	57	0	0	0	646	-589
4879		1	7	Palmdale	City of Palmdale - Active Transportation Program Plan	UNCHANGED			-	-	-	-	-	NP		595	595	0	0	0	0	595	188	407
4878		1	7	Palmdale	City of Palmdale - Avenue R Complete Streets and Safe Routes Project	UNCHANGED			02/24/2015 04/27/2017	12/30/2014 01/31/2019	05/25/2015 06/03/2019	09/30/2016 11/30/2020	NP	- -		9630	5332	140	440	2500	2252	0	702	4630
5053		1	7	Pomona	Priority Implementation for Downtown Bicycle and Pedestrian Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	01/19/17		07/01/2015 07/01/2015	10/01/2015 10/01/2015	10/01/2015 10/01/2015	01/22/2018 01/22/2018	12/31/2018 09/14/2018	- -		2010	2010	0	0	0	2010	0	237	1773
5156		1	7	Santa Clarita	Santa Clarita - Sierra Highway Pedestrian and Bicycle Bridge and Street Improvement	UNCHANGED			10/16/2015 10/16/2015	01/12/2017 01/12/2017	01/19/2017 01/19/2017	09/26/2017 09/26/2017	01/02/2019 02/28/2019	- -		3993	1402	0	0	0	1402	0	462000	-460598
5086		1	7	Santa Monica	Santa Monica Safe Routes to School Program	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/12/18		03/01/2015 01/13/2016	- -	- -	- -	- -	11/01/2016 06/30/2019		540	450	0	0	0	0	450	0	450
5182		1	7	SCAG San Gabriel Valley Council of Governments (SGVCOG)	San Gabriel Valley Council of Governments - Regional Active Transportation Planning Initiative	UNCHANGED			- -	- -	- -	- -	- -	12/08/2016 03/29/2019	Original target dates are based on the original grant application milestone dates. CEQA was completed on 09/01/16. Allocation was approved on 12/08/16.Contract Award was on 06/07/17.	643	643	0	0	0	0	643	2201	-1558

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1168		1	8	Chino Hills	City of Chino Hills - Los Serranos Safe Routes to School Sidewalk Project	UNCHANGED			NP	06/30/2018 10/31/2018	NP	02/20/2018 02/20/2018	10/04/2018 12/07/2018	- -		2652	1732	0	119	0	1613	0	437	1295
1163		1	8	Coachella	Active Transportation Program Improvements	UNCHANGED			NP	06/30/2017 09/25/2017	NP	12/13/2017 02/05/2018	09/30/2018 06/28/2019	- -		1764	1764	0	100	0	1664	0	0	1764
1019		1	8	Coachella Valley Association of Governments (CVAG)	CV LINK	UNCHANGED			01/05/2016 07/26/2018	03/15/2016 02/28/2019	04/01/2016 06/30/2020	09/30/2016 10/01/2019	12/31/2018 06/30/2022	- -	CVAG will request the maximum extension of time for R/W expenditure to secure the tribal lands and allottes parcels needed for the implementation of the CVLink. The submittal for R/W expenditure completion will be made on Jan. 14, 2019 for the CTC meetin	99988	16080	7000	0	3900	5180	0	0	16080
1144		1	8	Indio	Andrew Jackson Elementary Pedestrian Improvements	UNCHANGED			03/01/2016 02/09/2016	06/01/2016 03/17/2017	06/01/2016 03/27/2017	09/16/2016 06/11/2018	02/01/2017 02/01/2019	- -	A 12 month extension was authorized to complete PA&ED due to lengthened consultant selection process. Another 12 month extension was authorized to complete PS&E as a carry over from the original 12 month extension and to provide adequate time for communi	2581	2581	21	186	0	2374	0	0	2581
1167		1	8	Moreno Valley	Citywide Safe Routes to School Pedestrian Facility Improvements	UNCHANGED			05/01/2015 02/12/2016	11/02/2015 11/30/2017	08/01/2015 06/16/2017	04/01/2016 05/21/2018	06/30/2017 01/30/2019	11/13/2017 06/30/2019		1722	1640	0	89	71	1420	60	604	1036
1165		1	8	Omnitrans	West Valley Connector Corridor - Safe Routes to Transit	UNCHANGED			- 05/17/2016	10/01/2015 03/01/2017	NP	03/01/2016 12/06/2017	12/01/2016 02/28/2019	- -		25125	3500	0	525	0	2975	0	9828	-6328
1162		1	8	Perris	Perris Valley Storm Drain Channel Trail	UNCHANGED			07/01/2016 10/21/2015	04/01/2016 10/01/2016	05/01/2016 03/09/2016	03/01/2017 03/13/2018	06/01/2017 11/05/2018	- -	Project is complete and open to users. Project was deemed completed and final acceptance by City on November 5, 2018. The Notice of Completion was recorded on November 15, 2018.	3828	1202	0	0	0	1202	0	76	1126
1164		1	8	Rialto	City of Rialto Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	02/23/2016 04/30/2019		1450	1450	0	0	0	0	1450	2581	-1131

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1188		1	8	Riverside	City of Riverside - Norte Vista Sidewalk Improvement	UNCHANGED			08/01/2015 12/01/2016	12/01/2015 10/03/2017	- 01/25/2017	- 07/16/2018	- 05/17/2019	- -		3646	1822	0	0	0	1822	0	245	1577
1187		1	8	Riverside	City of Riverside - Wells/Arlanza Sidewalk Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	04/17/17		08/01/2015 12/01/2016	12/01/2015 10/03/2017	- 03/06/2017	- 04/23/2018	- 12/31/2018	- -		1961	1782	0	0	0	1782	0	1875	-93
1153		1	8	Riverside County Transportation Department	Grapefruit Boulevard/4th Street Pedestrian and Roadway Safety Improvements	UNCHANGED			11/01/2015 03/08/2016	03/30/2016 03/17/2017	03/30/2016 03/14/2017	06/30/2016 02/13/2018	- 05/28/2019	- -	Construction Award Allocation Time Extension from 06/30/2016 extended to 06/30/2017 was approved by CTC at their May 18-19, 2016 meeting.	3428	2300	143	297	0	1860	0	1150	1150
1152		1	8	Riverside County Transportation Department	Clark Street Sidewalk and Intersection Safety Improvements	UNCHANGED			07/01/2016 03/10/2016	12/31/2017 04/20/2019	12/31/2017 03/31/2019	- -	- -	- -	This cycle 1 project does not include a construction phase. Construction phase funds are programmed under the ATP cycle 3A project having PPNO 1221. R/W completion slipped due to changes in ownership of one property with a planned acquisition. PS&E also	721	721	200	344	177	0	0	0	721
1186		1	8	Riverside Public Works Dept.	Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	12/14/17		04/30/2015 02/20/2015	03/31/2015 10/30/2017	03/31/2015 01/10/2017	08/01/2015 09/12/2018	10/30/2015 04/01/2019	09/12/2018 04/01/2019	Extended lead times for signal posts, delay in delivery of signal posts for HAWK Signal System.	1236	877	0	0	0	875	2	2507	-1630
1166		1	8	San Bernardino Association of Governments San Bernardino County Transportation Authority (SBCTA)	San Bernardino Association of Governments Metrolink Station Accessibility Improvement Project	UNCHANGED			10/01/2014 03/03/2016	03/15/2016 12/22/2017	03/01/2016 03/30/2017	06/30/2016 07/05/2018	12/01/2017 01/25/2019	- -	The construction end date is the end of physical construction and does not include project close out.	4679	4679	0	676	0	4003	0	400	4279
1158		1	8	Victorville	City of Victorville - Interagency Safe Routes to School Projects	UNCHANGED			05/28/2015 -	12/01/2015 03/27/2017	12/01/2015 04/07/2017	06/01/2016 05/15/2018	- 04/30/2019	- -	Project is under construction, there has been delays during construction. In addition, the construction of a box culvert has taken longer than anticipated. It is estimated that the construction contract will be completed by April 2019 at the latest.	5200	4097	100	375	30	3592	0	323	3774

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1206		1	8	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	UNCHANGED			12/14/2014 07/24/2017	02/01/2018 06/26/2017	07/01/2016 10/28/2017	08/16/2016 03/12/2018	03/01/2017 01/28/2019	- -	The project was scheduled to be completed in December, 2018. Due to delays caused by weather and holiday scheduling, the current target date has been adjusted to 1/28/19. The City is on schedule to meet this revised completion deadline.	414	872	0	0	0	872	0	0	872
6001		1	10	Ceres	Safe Routes to School on Hacket and Kinser Road (Sinclair Elementary School and Blaker - Kinser Junior High School)	UNCHANGED			NP	10/01/2015 11/25/2015	09/01/2015 11/25/2015	04/01/2016 08/15/2016	08/01/2016 08/04/2017	- -		823	818	0	69	0	749	0	792	26
3105		1	10	Lathrop	5th Street sidewalk Improvements	UNCHANGED			06/01/2015 06/01/2015	01/01/2016 10/26/2016	06/01/2015 06/01/2015	06/01/2016 12/04/2016	01/01/2017 07/01/2018	- -		640	640	30	45	0	565	0	0	640
3126		1	10	Merced	State Highway 59 and BNSF RR Multi - Use Pathway Crossing	UNCHANGED			09/30/2014 12/01/2015	01/30/2015 08/31/2016	NP	10/30/2015 11/18/2018	01/29/2016 04/25/2019	- -	Our Contractor is waiting for BNSF Railroad to start their part of the project before they can start work. To this date BNSF Railroad hasn't started their portion of the project. We are on on delay and working with BNSF Railroad on a schedule.	85	945	5	106	0	834	0	0	945
5003		1	10	Merced County Public Works	Walnut Avenue Complete Street Upgrade	UNCHANGED			09/11/2012 09/11/2012	03/01/2015 05/24/2016	04/01/2015 04/20/2016	06/01/2015 10/11/2016	06/01/2016 09/15/2017	02/07/2017 12/31/2019	The CON-NI portion of the work has a target completion date of 12/31/2019. This date was approved per Merced County's request for Time Extension.	2338	1781	200	0	0	1431	150	809	972
6002		1	10	Modesto	Modesto Junior College Class I Bicycle Path (Phase II)	UNCHANGED			NP	02/15/2015 03/01/2017	08/15/2016 06/15/2017	02/01/2017 09/28/2017	02/01/2020 09/12/2019	- -		630	630	0	82	36	512	0	0	630
3210		1	10	Ripon	River Road Sidewalk and Intersection	UNCHANGED			NP	12/01/2015 09/01/2016	10/11/2016 10/11/2016	NP	NP	- -		1227	475	0	0	0	475	0	79	396

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5001		1	10	Stockton	Fremont Square Sidewalk Reconstruction	UNCHANGED			03/19/2015 03/19/2015	02/28/2015 06/28/2016	02/02/2015 04/01/2016	09/22/2017 08/27/2018	12/31/2015 12/31/2018	- -	The Fremont Square Sidewalk Reconstruction Path Project was advertised on August 25, 2016, and bids were opened on September 22, 2016. Three bids were received and all bids were higher than the estimated cost and the amount of ATP funds awarded and allot	728	728	10	69	0	649	0	2909	-2181
3098		1	10	Stockton	Bicycle Master Plan Update	UNCHANGED			05/15/2015 12/31/2017	- -	- -	- -	- -	08/13/2015 12/31/2018	Request to extend the period of contract award was approved by CTC at the June 25, 2015. Original deadline to award the construction contract was 7/31/2015, 3 month extension was approved to 10/31/2015.	550	550	0	0	0	0	550	72	478
3104		1	10	Stockton	Calaveras River Bicycle and Pedestrian Path Rehabilitation	UNCHANGED			NP	04/15/2015 06/28/2016	03/09/2016 04/01/2016	08/31/2017 08/07/2017	06/06/2017 12/31/2018	- -	Request to extend the period of contract award was approved by CTC at the December7-8, 2016 meeting. Original deadline to award the construction contract was 12/30/2016, 8 month extension was approved to August 31, 2017. The Calaveras River Bicycle and Pe	720	720	0	129	0	591	0	990	-270
3099		1	10	Stockton	San Joaquin Trail	UNCHANGED			03/01/2015 03/19/2015	04/15/2015 06/28/2016	09/08/2015 03/28/2016	08/08/2015 08/31/2017	10/08/2015 12/31/2018	- -		1394	1394	10	239	0	1145	0	500	894
3187		1	10	Stockton	McKinley Elementary Safe Routes to School	UNCHANGED			NP	01/01/2016 06/28/2016	NP	06/19/2017 06/19/2017	10/11/2017 11/27/2017	- -		530	374	0	0	0	374	0	0	374
3160		1	10	Tracy	Mt. Diablo/Mt. Oso/C. Street Improvement	UNCHANGED			02/01/2015 12/07/2016	07/01/2015 02/16/2017	07/01/2015 10/20/2016	06/28/2017 06/28/2017	11/13/2017 11/13/2017	- -		760	760	0	0	0	760	0	300	460
7421Y		1	11	California Department of Transportation	Encinitas Coastal Rail Trail Chesterfield to Santa Fe Undercrossing Western Alignment SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	02/01/18		09/01/2015 08/01/2017	05/02/2016 11/01/2017	05/02/2016 11/01/2017	11/01/2016 04/23/2018	06/02/2017 04/15/2019	- -		10108	1025	0	0	0	1025	0	75	950
1153		1	11	El Cajon	Cajon Valley Union School District (City of El Cajon)	UNCHANGED			12/08/2014 12/08/2014	- -	- -	- -	- -	04/28/2015 12/31/2018		400	500	0	0	0	0	500	210	290

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
0599A	0559B	1	11	El Centro	Pedestrian and Bicyclist Improvements	UNCHANGED			NP	09/01/2016 10/01/2016	NP	01/27/2017 07/06/2017	06/01/2017 07/20/2017	12/20/2016 03/18/2019		1445	797	0	59	0	588	150	503	294
1161A	1161B	1	11	La Jolla Band of Luiseño Indians	La Jolla Active Transportation Project 2014	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	06/23/17		04/01/2017 06/30/2019	06/30/2018 06/20/2020	06/30/2019 06/30/2021	06/30/2019 06/30/2021	07/01/2018 07/01/2020	06/20/2021 -	The Californis Transportation Commission approved a schedule change to add two years to each project milestone, as listed above.	4716	4110	350	591	150	2880	139	0	4110
1156		1	11	National City	National City 18th Street Bicycle and Pedestrian Enhancements	UNCHANGED			04/15/2015 01/12/2015	01/15/2016 02/14/2017	05/16/2016 08/10/2016	08/15/2016 04/04/2017	04/17/2017 04/04/2017	- -		1184	1225	0	200	50	975	0	85	1140
1155		1	11	National City	National City Safe Routes to School Pedestrian Enhancements	UNCHANGED			09/01/2015 04/29/2016	05/31/2016 02/28/2019	09/30/2016 02/28/2019	- -	- -	- -		350	350	50	225	75	0	0	818	-468
1140		1	11	National City	El Toyon Las Palmas Bicycle Corridor	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	05/18/17		09/01/2015 02/03/2017	05/31/2016 04/30/2019	09/30/2016 02/28/2019	12/16/2019 12/16/2019	11/23/2020 11/23/2020	- -		300	375	50	250	75	0	0	8326	-7951
1178A	1178B	1	11	San Diego	Chollas Creek - Bayshore Bikeway Final Design	UNCHANGED			- -	06/30/2016 06/30/2016	06/30/2016 02/01/2022	10/01/2016 10/01/2022	05/31/2017 05/31/2023	NP		8454	735	0	695	20	0	20	0	735
1150		1	11	San Diego	Linda Vista Safe Routes to School	UNCHANGED			- -	- -	- -	09/30/2015 11/30/2015	11/19/2019 06/30/2019	NP		500	500	0	0	0	0	500	462	38
1126		1	11	San Diego Association of Governments/Department of Transportation (CALTRANS)	SANDAG State Route 15 Commuter Bike Facility	UNCHANGED			06/28/2012 03/28/2012	10/15/2014 11/04/2014	10/08/2014 10/22/2014	05/15/2015 01/07/2016	01/20/2017 07/03/2018	- -	Bike Facility is constructed and open to public	15318	12385	0	0	0	12385	0	1195	11190
1158		1	11	San Diego County	Safe Routes to School - Live Oak Elementary/Potter Junior High	UNCHANGED			03/15/2016 02/15/2016	02/01/2016 04/20/2017	07/01/2016 04/20/2017	07/01/2016 09/25/2018	12/30/2016 03/29/2019	- -		2760	2760	360	334	166	1900	0	850	1910

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
0598		1	11	Westmorland	Improve Center Street Pedestrian Facility	UNCHANGED			NP	NP	- 06/29/2012	NP	- 09/06/2017	- -		1113	985	0	88	0	897	0	869	116
2170S		1	12	Anaheim	Western Avenue Pedestrian Signal	UNCHANGED			12/01/2014 02/02/2015	07/01/2015 04/05/2017	07/01/2015 08/24/2016	08/01/2015 12/26/2017	01/01/2016 07/31/2018	06/06/2017 04/30/2019	It was determined that the project would not require any ROW as project will fit in existing ROW.	400	400	0	51	30	311	8	332	68
2170A		1	12	Anaheim	City of Anaheim - Anaheim Coves Northern Extension	UNCHANGED			02/28/2014 12/21/2016	03/30/2015 08/29/2017	- 04/24/2017	02/28/2016 12/26/2017	03/30/2017 01/28/2019	- -	Construction schedule was impacted due to unforeseen items (subterranean building pads and caissons) discovered during the excavation of soil for the bike trail. Reconstruction due to defective work rejected by the City also impacted the schedule.	832	832	0	0	0	832	0	261000	-260168
2170T		1	12	Anaheim	City of Anaheim: Cerritos Avenue Sidewalk Gap Closure	UNCHANGED			07/01/2015 07/06/2015	07/01/2015 07/06/2015	12/01/2015 04/25/2017	01/01/2016 11/01/2018	11/11/2016 01/31/2019	06/06/2017 04/19/2019		1729	1209	0	120	467	614	8	230	979
2170R		1	12	Anaheim	South Street Sidewalk Gap Closure	UNCHANGED			NP	06/30/2015 08/25/2017	10/01/2015 03/01/2017	01/01/2016 03/19/2018	09/01/2016 12/11/2018	06/06/2017 04/30/2019	CON End Date has been updated to 12/11/18, when the NOC was recorded. In addition, CON-NI End Date has been updated to 4/30/19.	878	796	0	100	267	414	15	0	796
2170C		1	12	Brea	The Tracks at Brea Trail Segments 2 and 3	UNCHANGED			03/30/2015 06/30/2016	06/30/2015 03/31/2016	01/30/2012 06/08/2016	09/30/2015 02/15/2017	03/30/2016 06/30/2019	- -		4029	2557	0	0	0	2557	0	658	1899
2170B		1	12	Brea	City of Brea - Tracks at Brea Segment 4	UNCHANGED			03/30/2015 07/25/2016	05/30/2015 09/30/2016	12/15/2010 09/19/2016	08/30/2015 07/31/2017	02/28/2016 12/30/2019	- -		3976	2484	0	0	0	2484	0	728	1756
2170G		1	12	Irvine	Citywide Bicycle, Pedestrian Motorist Safety Program	UNCHANGED			- -	- -	- -	- -	- -	- 02/29/2020	Request for 1-year expenditure/completion deadline extension to 02/29/2020 submitted to District 12 via 22-b on November 13, 2018. Extension request item scheduled for January 2019 CTC meeting.	500	500	0	0	0	0	500	832	-332
2170H		1	12	La Habra	La Habra Union Pacific Rail Line Bikeway	UNCHANGED			- -	- -	06/30/2015 06/20/2019	- -	- -	- -		800	708	0	0	708	0	0	461	247

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1012		1	12	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure Project	UNCHANGED	03/16/17		09/01/2014 10/24/2014	09/15/2015 03/31/2017	04/03/2015 04/28/2015	01/13/2016 06/01/2017	06/01/2016 10/17/2017	- -	The schedule was effected by the scope change approval process.	437	437	0	53	0	384	0	2760	-2323
2170W		1	12	Santa Ana	Complete Streets Plan	UNCHANGED			- -	- -	- -	- -	- -	09/01/2015 12/31/2018		300	300	0	0	0	0	300	4292	-3992
2170Z		1	12	Santa Ana	Safe Routes to School Enhancements for Washington Elementary	UNCHANGED			NP	09/30/2015 05/05/2016	02/03/2016 03/01/2016	05/31/2015 12/06/2016	12/31/2017 12/31/2018	12/06/2016 12/31/2018		780	780	0	57	0	708	15	839	-59
2170Y		1	12	Santa Ana	Safe Routes to School Enhancements for Heninger Elementary	UNCHANGED			NP	09/30/2015 05/05/2016	03/01/2016 03/01/2016	05/31/2015 12/06/2016	12/31/2017 12/31/2018	12/06/2016 02/02/2018		480	480	0	35	0	430	15	0	480
2170Q		1	12	Santa Ana	Maple Bicycle Trail Enhancements	UNCHANGED			NP	09/30/2015 09/08/2016	NP	03/31/2015 10/18/2016	12/29/2017 10/18/2019	- -		1101	1101	0	82	0	1019	0	524	577
2170U		1	12	Santa Ana	Bishop Pacific - Shelton Bike Boulevards	UNCHANGED			NP	05/30/2016 10/03/2016	NP	09/01/2016 10/18/2016	09/01/2019 04/19/2019	- -		1132	950	0	70	0	880	0	347	603
0773		1	53	California Department of Transportation	State Technical Assistance Resource Center (TARC)	UNCHANGED			- -	- -	- -	- -	- -	08/27/2015 08/27/2019	For CON-NI (15-16), a 12 month project completion extension was approved at the 2018 CTC meeting to complete the CSUS-CCE work (contracted in the amount of \$767,400 with \$528,984 remaining). This extends the Expenditure Deadline to 8/27/2019.	1875	1875	0	0	0	0	1875	2829	-954
2444A	2444B	2	1	Arcata	Arcata Safe Routes to School Improvements 2015	UNCHANGED			09/01/2016 01/19/2017	11/15/2017 04/14/2014	- 08/10/2018	10/17/2018 01/16/2019	10/15/2019 07/31/2019	01/10/2018 06/30/2019		650	526	22	20	0	442	42	550	-24
1118		2	1	Crescent City	Sunset Circle Multi-Use Trail	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/07/18		06/30/2016 09/22/2017	06/30/2018 12/06/2019	04/01/2018 10/07/2019	NP	NP	- -	A time extension request will be prepared and sent in April 2019 to offset the delays of the scope change request due to the adjacent property owners refusing to grant right of way required for this project.	800	640	16	48	251	325	0	2042	-1402
2441A	2441B	2	1	Fortuna	South Fortuna Elementary School Safe Routes to School Project	UNCHANGED			07/21/2017 12/31/2018	09/28/2018 04/30/2019	09/28/2018 04/30/2019	04/30/2019 06/14/2019	02/28/2020 02/28/2020	01/14/2019 06/12/2020	PA&ED funding was rolled into PS&E funds 9/2018.	893	893	15	85	50	712	31	1101	-208

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON-NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2440A	2440B	2	1	Hoopa Valley Tribe	Hoopa Valley Safe Routes To School Project	UNCHANGED			12/01/2016 02/28/2019	06/01/2017 03/01/2020	06/01/2017 03/01/2020	07/01/2017 01/01/2021	11/01/2018 06/30/2021	01/01/2021 06/30/2021	Work has not begun yet because the Hoopa Valley Tribe is in the process of developing the 202(a)(9) agreement for transfer of funds to FHWA and the BIA for implementation of the project. Unforeseen obstacles including a change in Federal Administration and	1469	1301	24	49	5	1180	43	100	1201
2445A	2445B	2	1	Humboldt County Public Works	Manila Moves Campaign and Shared Use Path	UNCHANGED			11/01/2017 01/14/2019	12/15/2018 10/15/2019	06/30/2018 10/15/2019	NP	NP	NP		1718	1718	140	160	50	1358	10	3598	-1880
3110		2	1	Lake County	Middletown Multi-Use Path	UNCHANGED			12/31/2017 06/30/2019	06/30/2018 12/31/2019	04/30/2018 12/31/2019	08/01/2018 06/30/2020	10/30/2019 09/30/2019	- -		1430	1430	97	91	10	1232	0	232	1198
3111		2	1	Lake County	Upper Lake Pedestrian Improvements	UNCHANGED			08/12/2016 06/02/2017	08/01/2017 10/16/2018	04/03/2017 08/16/2018	02/01/2018 05/31/2019	05/01/2018 11/30/2019	- -	A 7 month time extension for CON allocation was approved by the CTC on June 27/28, 2018.	481	481	18	39	8	416	0	1359	-878
4634		2	1	Mendocino Council of Governments	State Route 162 Corridor Multi - Purpose Trail - Phase I Installation of a Class I Trail on and perpendicular to SR 162.	UNCHANGED			10/14/2016 12/04/2017	05/01/2018 06/30/2019	03/23/2018 12/31/2019	09/30/2018 05/01/2020	07/01/2019 02/01/2021	- -		1907	1887	0	48	119	1720	0	0	1887
4632		2	1	Mendocino Council of Governments	State Route 162 Corridor Multi - Purpose Trail - Phase II	UNCHANGED			08/04/2017 12/04/2017	12/07/2018 06/30/2019	09/14/2018 12/31/2019	09/30/2018 05/01/2020	07/01/2019 02/01/2021	- -		1261	1232	146	40	94	952	0	247	985
2443A	2443B	2	1	Rio Dell	K-8 Schools Safe Routes to School Safety Improvement and Community Outreach Project	UNCHANGED			03/08/2017 04/05/2017	09/01/2018 12/31/2018	05/25/2018 11/16/2018	03/29/2020 07/01/2019	- 10/31/2019	03/01/2019 12/31/2019		1533	1533	80	140	100	1177	36	1289	244
2442A	2442B	2	1	Trinidad	Van Wycke Bicycle and Pedestrian Connectivity Project	UNCHANGED			03/08/2017 04/01/2019	09/01/2018 12/31/2020	05/25/2018 12/31/2020	06/01/2019 06/01/2021	03/29/2020 09/01/2021	06/30/2019 06/30/2021		714	714	35	73	75	509	22	0	714
4633		2	1	Ukiah	Northwestern Pacific Rail Trail Phase II	UNCHANGED			06/30/2018 06/30/2018	04/30/2018 02/01/2019	04/30/2018 02/01/2019	04/30/2018 07/01/2019	06/30/2018 10/01/2019	- -		1831	1831	99	198	50	1484	0	950	881

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2578		2	2	Redding	Diestelhorst to Downtown Non-Motorized Improvement Project	UNCHANGED			04/16/2018 03/01/2018	04/15/2019 01/15/2020	04/15/2019 01/15/2020	08/01/2019 08/01/2020	NP	- -		2598	2138	148	316	40	1634	0	0	2138
2575		2	2	Redding	Quartz Hill Road Active Transportation Project	UNCHANGED			10/01/2016 04/27/2017	02/01/2017 12/04/2017	02/01/2017 05/02/2017	03/15/2017 04/17/2018	12/01/2018 01/31/2019	- -	Waiting on notice of termination	3528	3177	0	0	0	3177	0	0	3177
2576		2	2	Shasta County	Old Oregon Trail Shasta College Active Transportation Project	UNCHANGED			05/30/2017 04/14/2017	02/28/2018 03/15/2019	11/30/2017 01/19/2018	07/30/2018 05/27/2019	10/30/2018 08/16/2019	- -	CEQA completed 12/29/16. NEPA completed 4/14/17. Right of Way Certification completed 1/19/18. Final PS&E is targeting early spring for completion. CON allocation will happen in FY18-19 with an anticipated award of a construction contract in late spring o	716	572	37	79	5	451	0	0	572
2577		2	2	Shasta County	Junction School Safe Route To School	UNCHANGED			11/30/2015 06/30/2017	06/30/2016 06/30/2018	09/30/2016 06/30/2018	- 07/16/2018	08/30/2018 10/09/2018	- -		578	462	20	60	5	377	0	0	462
2573		2	2	Trinity County Transportation Commission	Trinity County Active Transportation Plan	UNCHANGED			- -	- -	- -	- -	- -	08/18/2017 01/31/2019		112	110000	0	0	0	0	110000	0	110000
1022		2	3	Biggs	Safe Routes to School - B Street and 2nd Street Sidewalk Improvement Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/07/18		12/01/2016 06/05/2017	06/01/2017 04/16/2018	NP	07/01/2017 06/14/2018	11/30/2018 06/14/2019	- -		809	809	30	90	0	689	0	270	539
1020A	1020B	2	3	Butte County	South Oroville Safe Routes to School Active Transportation Program Cycle 2 – Lincoln Boulevard and Las Plumas Avenue	UNCHANGED			01/01/2017 10/30/2017	03/01/2019 03/01/2019	03/01/2019 03/01/2019	06/01/2019 06/10/2019	05/20/2020 05/20/2020	- 12/31/2020		1716	1516	25	140	30	1071	250	720	796
1220		2	3	California Tahoe Conservancy	South Tahoe Greenway Shared Use Trail, Phases 1B and 2	UNCHANGED			09/01/2016 02/21/2018	11/01/2017 12/31/2019	10/01/2016 08/10/2018	05/01/2017 05/01/2020	10/15/2019 10/15/2020	- -	El Dorado County began work on the project for the Conservancy beginning on July 1, 2018. PS&E is continuing and on-schedule to meet its milestone date per the schedule identified above.	4027	1928	0	250	0	1678	0	0	1928
1023A	1023B	2	3	Chico	State Route 99 Bikeway Phase 4 Improvements	UNCHANGED			09/28/2017 09/28/2017	06/01/2017 04/15/2019	07/01/2017 01/30/2019	10/01/2017 07/30/2019	02/01/2019 06/30/2020	NP	A 12 month extension was previously granted by the CTC, to extend the CON allocation deadline from 6/30/2018 to 6/30/2019. The agency is on track to meet this deadline.	1786	800	0	0	0	788	12	760	40

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1222		2	3	Placerville	Upper Broadway Bicycle Lanes	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/18/17		06/01/2016 04/16/2018	06/01/2017 06/15/2019	05/01/2017 03/15/2019	08/01/2017 04/06/2020	01/01/2018 03/01/2021	- -		4807	1792	0	10	0	1782	0	1372	420
1686		2	3	Rancho Cordova	Rod Beaudry - Router Bikeway Project	UNCHANGED			04/21/2017 04/06/2017	03/30/2018 04/16/2018	04/23/2018 03/06/2018	10/01/2018 01/28/2019	05/30/2019 06/01/2019	- -		3122	1899	84	209	0	1606	0	2546	-647
1688		2	3	Rancho Cordova	Stone Creek Community Bike Trail Pedestrian Signal Safety Project	UNCHANGED			NP	06/30/2017 10/09/2017	06/30/2017 06/30/2017	NP	06/01/2018 10/31/2018	- -		95	442	0	75	0	367	0	500	-58
1689		2	3	Sacramento	Del Rio Trail	UNCHANGED			06/30/2018 05/16/2019	06/30/2021 06/30/2021	- -	- -	- -	- -		16949	2213	1106	1107	0	0	0	27	2186
1685		2	3	Sacramento	North 12th Complete Street	UNCHANGED			07/01/2016 12/31/2018	03/29/2019 11/01/2019	03/29/2019 10/01/2019	06/28/2019 02/12/2020	06/30/2020 02/12/2021	- -	The R/W phase of the North 12 Complete Street Project is the critical path of the project. There are funding constraints for the project and R/W is dependent on property owners support for the project.	4602	3378	120	400	0	2858	0	1394	1984
1684		2	3	Sacramento County	Power Inn Road Sidewalk Improvements	UNCHANGED			07/31/2017 12/01/2017	12/28/2018 03/15/2019	09/28/2018 04/01/2019	04/30/2019 08/01/2019	12/30/2019 12/30/2019	- -	The ROW process is taking longer than expected.	2374	2088	88	159	193	1648	0	945	1143
1687A	1687B	2	3	Sacramento County	Thomas Edison School – Hurley Way Pedestrian Improvements	UNCHANGED			06/30/2017 08/17/2017	12/31/2018 03/01/2019	12/31/2018 03/28/2018	04/30/2019 06/30/2019	12/31/2019 12/31/2019	08/01/2019 01/15/2020	The NI portion will be part of the CON phase.	1454	1278	128	86	39	1012	13	317	961
1221		2	3	South Lake Tahoe	AI Tahoe Boulevard Safety and Mobility Enhancement Project	UNCHANGED			07/01/2017 08/02/2018	11/01/2017 10/18/2019	NP	05/01/2019 05/01/2020	05/01/2020 10/31/2020	- -		309	2145	117	162	0	1866	0	312	1833
1524		2	3	Tahoe Transportation District	State Route 89 Fanny Bridge Community Revitalization Project - Active Transportation Improvements	UNCHANGED			NP	02/07/2017 02/07/2017	01/23/2017 04/25/2017	04/25/2018 -	10/01/2018 10/01/2019	- -		33118	4900	0	0	0	4900	0	1106	3794

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1525		2	3	Town of Loomis	Loomis Town Center Implementation Plan - Phase 2	UNCHANGED			NP	02/15/2017 02/15/2017	03/14/2017 03/14/2017	- 04/24/2017	- 05/08/2018	- -		2765	1436	0	0	0	1436	0	163	1273
1923		2	3	Woodland	West Woodland Safe Routes to School	UNCHANGED			07/25/2016 -	04/10/2017 -	04/10/2017 -	05/17/2018 07/02/2018	12/18/2018 07/16/2019	- -	Due to unforeseen utility conflicts and the recent wet weather, the project has been delayed. The project has been shut down for the winter and it is expected to restart in early April 2019, weather permitting.	4539	639	0	0	0	639	0	0	639
2015		2	3	Yuba County	Seventh Avenue Bicycle Path and Pedestrian Route Improvements	UNCHANGED			06/01/2017 12/15/2016	09/01/2018 09/28/2018	09/01/2018 09/28/2018	02/12/2019 06/03/2019	09/01/2019 06/01/2020	- -		930	930	40	124	40	726	0	1850	-920
2190T		2	4	Alameda County Public Works Agency	Creekside Middle School Safe Routes to School	UNCHANGED			NP	12/31/2017 10/31/2018	03/31/2017 -	09/30/2018 04/01/2019	12/31/2018 12/31/2019	- -		1480	475	0	100	0	375	0	0	475
2190U		2	4	Alameda County Public Works Agency	Stanton Elementary School Safe Routes to School	UNCHANGED			-	10/31/2018 02/28/2019	12/31/2017 12/31/2018	12/31/2018 06/10/2019	03/31/2020 03/31/2020	- -		2467	300	0	300	0	0	0	0	300
2190S		2	4	Alameda County Public Works Agency	Castro Valley Elementary Safe Routes to School	UNCHANGED			-	10/31/2018 09/30/2019	12/31/2017 02/28/2019	09/09/2019 02/28/2020	03/31/2020 09/30/2020	- -		300	250	0	250	0	0	0	0	250
2190Q		2	4	Berkeley	Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II	UNCHANGED			NP	04/30/2019 04/01/2019	04/30/2019 -	02/01/2019 08/01/2019	08/31/2019 02/01/2020	- -		850	850	20	125	0	705	0	2300	-1450
2123A	2123B	2	4	Contra Costa County	Bailey Road/State Route - 4 Interchange Pedestrian and Bicycle Improvement Project	UNCHANGED			NP	02/01/2017 05/09/2019	09/01/2017 05/23/2019	07/01/2018 04/15/2020	11/01/2018 09/01/2020	01/01/2018 02/29/2020		5255	4160	0	720	0	3380	60	126	4034
2124A	2124B	2	4	Contra Costa County	Rio Vista Elementary School Pedestrian Connection Project	UNCHANGED			NP	11/01/2017 12/01/2017	11/01/2017 08/21/2017	05/22/2018 05/22/2018	01/08/2019 02/15/2019	10/17/2016 06/30/2018		1284	600	0	0	0	560	40	721	-121
2140W		2	4	Daly City	Central Corridor Bike/Pedestrian Safety Improvements	UNCHANGED			NP	06/30/2018 02/28/2019	11/30/2017 02/14/2019	06/30/2018 10/28/2019	12/30/2020 12/31/2020	- -	The current target completion dates have been pushed back two months from the last progress report to account for additional Caltrans encroachment permit review time.	2276	2019	0	300	0	1719	0	0	2019
2300B		2	4	Napa County Transportation Planning Agency	Napa Valley Vine Trail: St. Helena to Callistoga	UNCHANGED			07/13/2016 07/18/2019	11/15/2017 09/08/2020	07/13/2016 03/25/2020	01/25/2018 03/17/2021	05/15/2019 10/03/2022	- -	There have been delays related to right of way, the agency will be asking CTC for a time extension for the CON funds in March or May 2019. NVTA is working to schedule a meeting with CTC staff to discuss options.	9206	6106	0	0	0	6106	0	775	5331

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x1,000)	ATP AWARD (x1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2190R		2	4	Oakland	19th Street Bay Area Rapid Transit to Lake Merritt Urban Greenway	UNCHANGED			06/01/2017 04/14/2017	04/01/2018 12/31/2019	NP	02/15/2019 06/30/2020	02/01/2021 02/01/2022	- -	The City of Oakland is submitting an ATP Request for Extension (Exhibit 22-B) of 12 months for the scheduled CTC meeting on March 13-14, 2019.	4583	4583	150	550	0	3883	0	463	4120
2190V		2	4	Oakland	Telegraph Avenue Complete Street Improvements	UNCHANGED			02/01/2017 12/30/2016	01/01/2018 01/31/2020	04/01/2018 01/31/2020	- 06/30/2020	11/01/2019 03/01/2021	- -	Will need an extension. "Current Target Completion Date(s)" have been revised accordingly	5091	4554	175	702	0	3677	0	0	4554
2122G		2	4	Richmond	The Yellow Brick Road in Richmond's Iron Triangle Neighborhood	UNCHANGED			04/30/2017 04/25/2017	03/31/2018 11/30/2019	03/31/2018 11/30/2019	11/30/2018 06/30/2020	12/31/2019 08/31/2021	- -	The R/W information in this table is for Right-of-Way Certification (and "NOT" for R/W acquisition). The table does not clearly state whether the information is intended for Right-of-Way Certification or R/W acquisition.	6209	6209	207	725	0	5277	0	1209	5000
2023F		2	4	San Francisco County Dept. of Public Health	San Francisco Safe Routes to School 2017-2019 Non-Infrastructure Project	UNCHANGED			- -	- -	- -	- -	- -	09/01/2017 08/31/2019		2411	2411	0	0	0	0	2411	2411	0
2023G		2	4	San Francisco Public Works	Lombard Street Vision Zero Project	UNCHANGED			02/29/2016 01/12/2016	11/30/2016 03/14/2018	11/30/2016 03/14/2018	10/20/2017 07/27/2018	05/31/2018 06/30/2020	- -		7697	2507	0	0	0	2507	0	442	2065
2150D		2	4	San Jose	Coyote Creek Trail - Mabury to Empire	UNCHANGED			NP	06/30/2019 02/28/2021	NP	NP	NP	- -	Local agency is currently seeking extension for PSE Expenditure deadline and CON Allocation deadline beyond the June 30, 2019 deadline. Extension request to be heard at March 2019 CTC meeting.	6184	5256	0	1210	0	4046	0	443	4813
2140X		2	4	San Mateo County Office of Sustainability	Redwood City 2020 Sustainable Transportation Encouragement Project (STEP)	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	12/04/18		- -	- -	- -	- -	- -	12/16/2016 06/30/2019		963	966	0	0	0	0	966	708	258
2122H		2	4	San Pablo	Rumrill Boulevard Complete Streets Improvements	UNCHANGED			12/31/2017 03/14/2018	02/01/2018 03/15/2019	NP	02/01/2020 10/14/2019	- 12/30/2020	- -		16810	4310	0	300	0	4010	0	400	3910
2140Y		2	4	South San Francisco	Linden/Spruce Avenues Traffic Calming Improvements	UNCHANGED			12/31/2016 12/09/2016	05/01/2018 11/01/2018	06/15/2018 11/30/2018	04/15/2020 04/15/2020	- 04/15/2021	- -		983	868	0	155	0	713	0	15	853

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided																									
INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+NI	ATP Allocated	ATP Unallocated	
									Top Dates - original application target date Bottom Dates - current target date																
2231A	2231B	2	4	Vallejo	Safe Routes to School Infrastructure and Non-Infrastructure in the Cities of Benicia, Rio Vista and Vallejo	UNCHANGED			NP	NP	NP	NP	NP	10/18/2017 09/30/2019		3067	3067	0	125	0	2542	400	522	2545	
2695		2	5	Goleta	Old Town Sidewalks Infill	UNCHANGED			07/01/2017 04/01/2019	03/01/2019 06/01/2019	01/30/2019 06/01/2019	09/30/2019 09/30/2019	03/31/2020 03/31/2020	- -		2895	2224	105	270	128	1721	0	1137	1087	
2676		2	5	Monterey	City of Monterey Active Transportation/Demand Management Program	UNCHANGED			- -	- -	- -	- -	- -	03/17/2018 12/31/2018		495	495	0	0	0	0	495	1482	-987	
2693		2	5	Salinas	Bardin Road Safe Routes to School Improvements	UNCHANGED			01/16/2017 01/14/2019	05/15/2017 04/08/2019	09/15/2017 02/28/2019	12/17/2018 09/24/2018	10/26/2019 03/24/2021	- -		4430	4430	120	666	30	3614	0	0	4430	
2692		2	5	Salinas	Alvin Drive and Linwood Drive Safe Routes to School Improvements	UNCHANGED			02/16/2017 02/16/2017	05/15/2017 03/20/2019	NP	NP	NP	- -		2959	2959	50	472	42	2395	0	1022	1937	
2671		2	5	San Luis Obispo	Railroad Safety Trail - Taft to Pepper Segment	UNCHANGED			NP	NP	NP	NP	NP	- -		3244	3244	0	0	0	3244	0	200	3044	
2677		2	5	San Luis Obispo Regional Rideshare	San Luis Obispo Regional Rideshare Active Transportation Safety and Encouragement Campaign	UNCHANGED			- -	- -	- -	- -	- -	07/01/2016 06/30/2019		361	295	0	0	0	0	295	513	-218	
2675		2	5	Santa Barbara, Public Works Department	Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project	UNCHANGED			08/01/2017 05/03/2017	07/29/2018 09/24/2018	06/01/2018 03/01/2018	01/22/2019 01/22/2019	05/08/2019 05/08/2019	- -		632	632	50	60	5	517	0	0	632	
2669A	2669B	2	5	Santa Cruz	Santa Cruz Citywide Safe Routes to School Crossing Improvement Program	UNCHANGED			06/30/2017 05/05/2017	09/01/2018 06/01/2019	01/01/2018 04/01/2019	10/01/2018 07/01/2019	07/01/2019 12/31/2019	NP		1404	1404	10	80	0	1089	225	0	1404	

NOTE: The Town of Paradise is exempt from reporting until further notice.

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2668		2	5	Santa Cruz County Regional Transportation Commission	Santa Cruz Countywide Bicycle Route Signage Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/28/18		- 05/20/2017	06/28/2020 04/24/2018	NP	12/28/2018 12/28/2018	12/28/2021 12/28/2021	12/28/2018 12/28/2021		370	320	0	42	0	278	0	940	-620
2670		2	5	Seaside	West Broadway Urban Village Infrastructure Improvements	UNCHANGED			NP	NP	NP	01/19/2017 04/24/2017	06/30/2019 05/11/2019	- -	Original Target Completion Dates from Request for Allocation Package dated August 22, 2016.Current Target Completion Date is the current construction contract end date for plant establishment and punch list work.	6451	3694	0	0	0	3694	0	307	3387
2672		2	5	The Regents of the University of California	University of California Santa Barbara, North Campus Open Space Multi-Modal Trail Project	UNCHANGED			12/01/2015 11/04/2016	08/01/2016 12/31/2016	NP	10/31/2017 11/02/2017	09/30/2018 02/28/2019	- -		2895	2449	0	0	0	2449	0	379	2070
2694A	2694B	2	5	Watsonville	City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker Street	UNCHANGED			09/16/2016 10/20/2015	03/01/2017 08/01/2019	03/01/2017 08/01/2019	09/01/2017 12/01/2019	03/01/2018 08/01/2020	10/01/2017 02/01/2021		862	688	0	0	0	600	88	3442	-2754
6829		2	6	Clovis	Construct trail along State Route 168 Shepherd Avenue to DeWolf Avenue	UNCHANGED			02/01/2017 03/14/2017	05/17/2017 06/30/2018	NP	11/30/2015 02/01/2019	06/30/2016 12/31/2019	- -		2133	591	4	11	0	576	0	907	-316
6838		2	6	Coalinga	Sidewalk Gap Closure and Pedestrian Improvement #2	UNCHANGED			02/01/2016 02/01/2018	12/31/2016 11/30/2018	07/31/2016 04/06/2018	02/01/2017 01/07/2019	10/31/2017 03/13/2019	- -		393	323	0	0	0	323	0	0	323
6723		2	6	Farmersville	Farmersville Safe Routes to School Walnut Avenue Project	UNCHANGED			06/30/2016 05/10/2016	06/30/2018 04/30/2019	06/30/2018 04/30/2019	06/30/2019 06/30/2019	06/30/2020 06/30/2020	- -		417	322	0	0	0	322	0	1800	-1478
6830		2	6	Firebaugh	Trail Rehabilitation and Pedestrian Improvements; San Joaquin River from 9th to River	UNCHANGED			05/31/2017 04/30/2019	08/01/2018 04/30/2019	07/02/2018 03/29/2019	10/31/2018 07/08/2019	08/30/2019 12/31/2019	- -		371	371	25	39	0	307	0	125	246
6834		2	6	Fowler	South Temperance Avenue and East Walter Avenue Pedestrian Improvements	UNCHANGED			07/01/2017 03/29/2018	07/01/2018 03/01/2019	NP	01/01/2019 07/01/2019	08/01/2019 12/01/2019	- -		112	112	2	17	0	93	0	630	-518

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
6832		2	6	Fresno	Traffic Signal; Cedar and Woodward Intersection	UNCHANGED			04/30/2017 03/30/2019	06/30/2018 07/30/2019	06/30/2018 05/31/2019	08/31/2018 11/29/2019	10/31/2019 05/15/2020	- -	NEPA Complete 1/3/2018, completing CEQA after 30% design. There has been a delay in completing the design portion of the project due to staffing shortages and project manager changes. The City is working to correct these defiances and put the project back	29	443	15	34	18	376	0	0	443
6837		2	6	Fresno	Sidewalk Installation; Ashlan from Effle to State Route 41	UNCHANGED			05/01/2017 08/20/2019	06/01/2018 12/06/2019	06/01/2018 08/20/2019	08/01/2019 03/27/2020	10/01/2019 07/21/2020	- -	Acquiring R/W is still our critical path item, currently we have offers extended to 5 of the 12 parcels, two have accepted and the other three are in Escrow and not able to responding to our offers. We will need to wait for ownership to transfer then rea	46	238	7	17	32	182	0	510	-272
6848		2	6	Fresno County	Laton Sidewalk Project	UNCHANGED			07/01/2016 10/19/2017	07/01/2017 07/31/2020	07/01/2017 07/31/2020	07/01/2018 10/31/2020	07/01/2019 10/31/2021	- -		3228	3228	75	460	60	2633	0	2208	1020
6833		2	6	Fresno County	Biola Sidewalk Project	UNCHANGED			07/01/2017 09/13/2018	07/01/2018 04/01/2019	07/01/2018 11/30/2018	09/08/2018 06/04/2019	07/01/2019 07/31/2019	- -	CON Allocation request to be approved at January 30-31, 2019 CTC Meeting. Upon receipt of E-76 for CON, advertising planned for 3/5/19, Bid opening 4/4/19, Award 5/7/19, and project completion by 7/31/19.	638	638	15	90	40	493	0	98	540
6827		2	6	Kern County	Kern River Parkway Bike Trail Western Extension Phase I	UNCHANGED			12/01/2017 05/01/2019	06/01/2018 04/01/2020	04/01/2018 03/01/2020	08/15/2018 06/15/2020	02/01/2019 02/01/2021	- -	The County will be applying for a time extension at the March CTC meetings.	4499	3549	500	0	0	3049	0	0	3549
6846		2	6	Kern County	Lamont Pedestrian Improvement Project	UNCHANGED			06/01/2016 08/02/2016	08/01/2016 09/26/2017	07/01/2016 04/20/2017	09/16/2016 04/30/2018	05/01/2017 01/22/2019	- -	Construction work has finished as of 1/4/2019. The Kern County Board of Supervisors will close out the project at their 1/22/2019 board meeting.	1980	1430	0	0	0	1430	0	440	990
6828		2	6	Kingsburg	10th Avenue Bike/Pedestrian Trail	UNCHANGED			07/01/2017 03/10/2017	07/01/2017 02/28/2019	07/01/2018 05/01/2019	02/02/2019 10/01/2019	08/01/2019 03/01/2020	- -		166	166	2	20	35	109	0	208	-42
6840		2	6	Madera	Fresno River Trail Safe Routes Project	UNCHANGED			12/31/2015 06/27/2018	05/31/2016 08/17/2018	05/31/2016 02/11/2019	09/20/2016 07/01/2019	02/28/2017 05/29/2020	- -	Contingent upon CPUC decision (anticipated February 2019) for new below grade undercrossing of UPRR.RFA for Federal ATP funds submitted November 2018 to DLAE - denied when submitted to HQ because not in 2019 FTIP. Need amendment to 2019 FTIP to include	937	379	0	0	0	379	0	2380	-2001

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
6843		2	6	McFarland	Kern Avenue Elementary Safe Routes to School Connectivity Project 1	UNCHANGED			08/19/2016 04/06/2016	08/30/2017 03/30/2017	09/30/2017 01/03/2017	12/09/2016 07/10/2017	03/01/2017 11/30/2018	- -	Project has been completed. Notice of Completion will be submitted for Council approval in January 2019. One accepted Final Completion Report will be submitted.	351	293	5	25	0	263	0	293	0
6835		2	6	Orange Cove	2015 Orange Cove School Crossing Safety Improvements	UNCHANGED			10/01/2016 04/17/2017	04/05/2017 11/26/2018	05/30/2017 11/26/2018	08/12/2017 02/01/2019	09/15/2017 08/01/2019	- -		247	247	2	30	0	215	0	12385	-12138
6850		2	6	Parlier	Manning Avenue Sidewalk Project	UNCHANGED			11/30/2016 05/18/2018	10/31/2017 02/28/2019	09/30/2017 03/29/2019	01/19/2018 04/30/2019	06/30/2018 06/28/2019	- -		495	495	10	43	50	392	0	155	340
6825		2	6	Porterville	Rails-to-Trails Corridor Crosswalk Warning Lights Installation Project	UNCHANGED			12/01/2016 04/20/2018	03/01/2017 07/13/2018	02/01/2017 04/30/2018	01/14/2019 03/04/2019	12/31/2019 12/31/2019	- -	N/A	143	107	0	0	0	107	0	2000	-1893
6826		2	6	Porterville	Olive Avenue Corridor Crosswalk Warning Lights Installation Project	UNCHANGED			12/01/2016 04/13/2018	03/01/2017 07/13/2018	02/01/2017 04/25/2018	01/14/2019 03/04/2019	12/31/2019 12/31/2019	- -	N/A	361	307	0	0	0	307	0	57	250
6831		2	6	San Joaquin	Multi-Purpose Trail Project	UNCHANGED			03/31/2017 -	08/01/2018 04/30/2019	07/02/2018 04/01/2019	09/28/2018 07/08/2019	08/01/2019 12/31/2019	- -		248	248	5	38	0	205	0	847	-599
6849		2	6	Sanger	Sanger Safe Routes to School	UNCHANGED			NP	09/01/2017 01/16/2018	09/01/2017 12/15/2017	11/01/2017 06/07/2018	11/01/2018 03/04/2019	- -	See comments on progress for consideration of schedule issues.	72	513	0	53	0	460	0	780	-267
6836A	6836B	2	6	Selma	Safety for an Active Selma School Community (Install various pedestrian safety facilities in the City of Selma)	UNCHANGED			NP	09/01/2017 05/15/2018	04/20/2018 04/20/2018	02/04/2019 02/04/2019	06/04/2019 06/04/2019	- 08/31/2018	The low bidder has been identified. The low bid contractor was R.J. Berry, Jr., Inc. Construction is set to being at the beginning of February 2019. Bids were opened January 9, 2019. Contracts will be signed at the January 22, 2019 Council Meeting.	512	468	0	68	0	366	34	191	277
6822		2	6	Tulare County	Earlimart Safe Routes to School Community Projects	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/14/17		11/15/2016 04/05/2018	06/18/2015 02/20/2019	04/18/2017 07/19/2018	01/03/2018 07/11/2019	04/03/2018 10/21/2019	- -		525	159	0	0	0	159	0	0	159
6842		2	6	Tulare County	Traver Jacob Street Improvements	UNCHANGED			05/24/2016 04/18/2017	07/17/2017 03/01/2019	04/18/2017 12/20/2018	08/28/2017 06/24/2019	06/03/2018 08/16/2019	- -		1790	1790	40	130	40	1580	0	253	1537
6841		2	6	Tulare County	Pixely Main Street Improvements	UNCHANGED			09/12/2017 09/22/2017	08/16/2017 06/28/2019	11/06/2018 06/18/2019	07/02/2019 11/04/2019	09/24/2019 02/04/2020	- -		1088	1019	40	80	215	684	0	3694	-2675

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
6824		2	6	Visalia	Green Acres Middle School Enhanced Crosswalk	UNCHANGED			12/31/2015 06/17/2017	06/30/2017 02/01/2019	05/01/2017 08/15/2018	07/01/2017 04/01/2019	12/31/2017 08/09/2019	- -	PROJECT WILL BE ADVERTISED FOR CONSTRUCTION BIDS UPON FINAL APPROVAL OF PLANS BY DSA.	105	79	0	0	0	79	0	964	-885
6821		2	6	Woodlake	North Valencia Safe Routes to School Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/30/17		11/30/2015 04/17/2017	06/30/2016 11/15/2017	02/29/2016 05/05/2017	02/13/2017 02/20/2018	06/30/2017 01/31/2019	- -		1310	895	0	0	0	895	0	0	895
5120		2	7	Arcadia	City of Arcadia Bicycle Facility Improvement	UNCHANGED			06/30/2016 10/31/2018	10/31/2016 01/31/2019	NP	10/31/2017 07/31/2019	12/31/2018 06/30/2020	- -		1020	1020	35	83	0	902	0	445	575
5138		2	7	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	UNCHANGED			- -	- -	- -	- -	- -	01/08/2018 01/31/2019		125	100	0	0	0	0	100	963	-863
5128		2	7	Cudahy	Wilcox Ave Complete Streets and Safe Routes Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	05/18/16		08/31/2016 06/30/2018	09/30/2016 03/31/2019	11/30/2016 06/30/2019	06/30/2017 12/31/2019	06/30/2018 12/31/2020	- -		1371	1344	11	132	0	1201	0	0	1344
5107		2	7	Culver City	Washington - Culver Pedestrian and Cyclist Safety Project	UNCHANGED			NP	12/31/2017 04/01/2019	NP	06/30/2019 09/15/2019	NP	- -	This project received a time extension for the CON phase by 12 months at the May 2018 CTC meeting. This extension was awarded due to the increase in the PS&E ohase due to community outreach and engagement with the local school community and neighborhood.	2872	2772	0	267	0	2505	0	520	2252
5141		2	7	Downey	City of Downey Pedestrian Plan	UNCHANGED			- 02/02/2018	- 09/30/2019	- 02/22/2018	- -	- -	04/01/2019 03/31/2020		300	300	0	0	0	0	300	333	-33
5126		2	7	Downey	South Downey Safe Routes to School	UNCHANGED			09/15/2017 02/06/2018	04/30/2018 06/30/2019	- 02/06/2018	- 10/25/2019	09/28/2018 04/20/2020	10/01/2019 03/31/2020		238	238	5	32	0	201	0	595	-357
5130		2	7	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	UNCHANGED			08/31/2016 09/08/2017	03/31/2017 03/28/2019	NP	04/30/2018 10/07/2019	08/31/2018 02/07/2020	- -		1965	1757	0	172	0	1585	0	2449	-692

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5139		2	7	Inwindale	Citywide Non-Motorized Design Guidelines and Active Transportation Action Plan	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	12/06/17		-	-	-	-	-	03/01/2018 04/12/2018		154	154	0	0	0	0	154	109	45
5129		2	7	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	06/09/17		NP	05/01/2017 11/30/2018	- 01/11/2019	06/30/2018 06/30/2019	07/01/2019 06/30/2021	- -		1872	1552	0	400	0	1152	0	925	627
5116		2	7	Lancaster	10th Street West Road Diet and Bikeway Improvements	UNCHANGED			04/18/2016 04/10/2017	02/11/2019 04/09/2019	01/28/2019 04/05/2019	02/04/2020 02/04/2020	05/15/2020 05/15/2020	- -	Extension was granted by the CTC on June 27-28, 2018, to extend the construction funding allocation to 6/30/2019 (12 months from original deadline of 6/30/2018). City Council adopted a construction holiday moratorium from November through January of ea	1570	785	0	70	0	715	0	295	490
5119		2	7	Lancaster	Pedestrian Gap Closure Improvements	UNCHANGED			03/24/2017 11/19/2018	07/27/2018 06/12/2020	03/23/2018 11/01/2019	10/26/2018 11/01/2020	06/28/2019 05/03/2021	- -	Original schedule that was anticipated for PA&ED Phase would be NEPA CE with no required studies, however cultural studies were required which affected the current target completion schedule.	7824	6259	80	240	873	5066	0	1445	4814
5112		2	7	Long Beach	Delta Avenue Bicycle Boulevard	UNCHANGED			03/03/2016 01/31/2019	06/03/2017 06/28/2019	- 03/29/2019	NP	NP	- -	NEPA and CEQA clearance were obtained 10/4/18.	1336	1075	0	0	0	1075	0	1202	-127
5105		2	7	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	UNCHANGED			04/30/2018 04/30/2018	04/30/2019 04/30/2019	03/29/2019 03/29/2019	10/30/2019 10/30/2019	06/30/2023 06/30/2023	12/30/2019 12/31/2022		1883	1396	240	222	0	934	0	3897	-2501
5118		2	7	Los Angeles	Orange Line - Sherman Way Pedestrian Links	UNCHANGED			10/01/2017 05/01/2019	03/01/2018 07/01/2019	03/01/2018 08/01/2019	03/01/2019 07/01/2020	04/01/2020 09/01/2021	- -		1441	1153	205	0	0	948	0	0	1153
5122		2	7	Los Angeles	Boyle Heights Pedestrian Linkages	UNCHANGED			NP	03/31/2017 03/31/2019	NP	NP	NP	- -		5000	5000	0	893	0	4107	0	0	5000
5137		2	7	Los Angeles	Colorado Boulevard Pedestrian and Bicycle Active Transportation Improvements	UNCHANGED			NP	03/01/2018 03/01/2019	05/01/2018 04/01/2019	03/01/2019 09/01/2019	07/01/2020 01/01/2021	- -		9743	9743	1438	0	0	8305	0	602	9141

NOTE: The Town of Paradise is exempt from reporting until further notice.

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5135		2	7	Los Angeles	Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	UNCHANGED			02/01/2017 10/31/2018	09/03/2018 06/30/2019	09/03/2018 06/30/2019	03/01/2019 12/31/2019	11/02/2020 07/01/2021	- -		7690	6862	120	1080	0	5662	0	0	6862
5117		2	7	Los Angeles County	Aviation/LAX Green Line Station Community Linkages	UNCHANGED			06/01/2017 02/01/2019	02/01/2019 06/01/2019	03/01/2019 03/01/2019	NP	12/01/2020 12/01/2020	- -	Unexpected delays is finalizing the scope change had delayed project progress indefinitely. Work continues in order to meet ATP deadlines.	2578	1941	80	240	0	1621	0	200	1741
5110		2	7	Los Angeles County	Hawthorne/Lennox Green Line Station Community Linkages	UNCHANGED			08/01/2017 02/01/2019	12/01/2017 05/01/2019	03/01/2017 03/01/2019	NP	12/01/2020 12/01/2020	- -	Unexpected delays is finalizing the scope change had delayed project progress indefinitely. Work continues in order to meet ATP deadlines.	3070	2406	100	280	0	2026	0	0	2406
5103		2	7	Los Angeles County	Los Nietos Safe Routes to Schools - Phase I	UNCHANGED			08/01/2017 04/10/2018	02/01/2019 08/01/2019	03/01/2019 09/01/2019	NP	12/01/2020 12/01/2020	- -		1601	1601	40	240	0	1321	0	0	1601
5106		2	7	Los Angeles County	Rosemead Boulevard Complete Street Improvements Phase I	UNCHANGED			06/01/2017 09/01/2019	- -	- -	- -	- -	- -	Completion date has been delayed to allow additional analysis of the alternatives.	1250	1000	1000	0	0	0	0	123	877
5111		2	7	Los Angeles County	Vincent Community Bikeways	UNCHANGED			08/01/2017 12/05/2018	02/01/2019 05/01/2019	03/01/2019 03/01/2019	NP	12/01/2020 12/01/2020	- -	PS&E allocation was approved by the CTC on December 6, 2018. Los Angeles County staff continues work in order to meet ATP deadlines.	4349	3519	200	400	0	2919	0	185	3334
5108		2	7	Los Angeles County	West Carson Community Bikeways	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	05/22/17		06/01/2017 04/10/2018	02/01/2019 09/30/2019	03/01/2019 06/07/2019	- 07/31/2020	12/01/2020 03/31/2021	- -	Additional analysis and	531	425	18	56	0	351	0	32	393
5104A	5104B	2	7	Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Pedestrian Promenade and Bike Mobility Hub	UNCHANGED			07/30/2015 08/18/2015	09/30/2016 12/01/2017	NP	01/01/2017 06/05/2018	12/31/2018 06/05/2021	05/16/2018 05/16/2021		3662	2909	0	445	0	1976	488	0	2909
5136		2	7	Los Angeles County Metropolitan Transportation Authority	Metro Rail to Rail Active Transportation Corridor Segment A-1	UNCHANGED			12/03/2016 06/15/2017	09/30/2017 07/30/2019	06/30/1993 06/30/1993	02/01/2018 06/01/2020	05/03/2019 05/31/2022	- -		20278	8326	0	0	0	8326	0	0	8326
5121		2	7	Los Angeles County Metropolitan Transportation Authority	Union Station Master Plan: Alameda Esplanade	UNCHANGED			07/30/2016 06/30/2019	01/31/2018 12/01/2019	NP	02/28/2019 03/01/2020	01/31/2021 03/01/2022	- -	The EIR was approved 3/1/2018. The change in CEQA schedule is due to an Addendum to the Final EIR, approved 7/26/2018. NEPA is ongoing. Metro has brought on a new team to complete archeological work, per Caltrans' request.	12340	12340	2150	0	0	10190	0	1236	11104

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5109		2	7	Los Angeles Unified School District (LAUSD)	Los Angeles Unified School District Middle School Bicycle Safety Physical Education Program	UNCHANGED			-	-	-	-	-	NP	We have awarded 3 of the 3 consultants as of 12/21/18 but still have to award the . We will award the 3-4 vendors for the bicycles, storage containers, rack installation, and bicycle maintenance during the next three months.	1360	1360	0	0	0	0	1360	3210	-1850
5133		2	7	Lynwood	Lynwood Community Linkages to Civic Center and Long Beach Boulevard Metro Station	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/22/18		08/15/2016 02/01/2019	08/15/2017 02/01/2019	09/15/2017 03/01/2019	01/15/2018 12/31/2019	06/15/2019 12/31/2019	- -		2891	2319	0	0	0	2319	0	1465	854
5144		2	7	Ojai	Pedestrian and Bike Safety Improvements: Ojai Avenue (State Route 150) and Maricopa Highway (State Route 33)	UNCHANGED			04/29/2016 08/16/2018	07/29/2016 09/15/2020	04/30/2018 10/15/2020	12/14/2018 06/30/2021	11/29/2019 06/15/2022	- -		2333	2333	0	230	0	2103	0	0	2333
5143		2	7	Oxnard	New traffic Signal	UNCHANGED			03/01/2016 04/05/2017	12/15/2016 01/07/2019	01/13/2017 05/18/2018	03/30/2018 10/31/2019	NP	- -		567	510	0	15	0	495	0	0	510
5113		2	7	Pico Rivera	Pico Rivera Regional Bikeway Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	08/16/18		02/01/2017 04/30/2019	04/01/2018 08/30/2019	02/01/2018 06/30/2019	06/01/2018 09/30/2019	06/01/2019 09/30/2020	- -	The City of Pico Rivera requested a 12 month extension for PS&E and R/W phases on April 17, 2018. Time extension for PS&E & R/W were approved by the CTC during its meeting on June 27-28, 2018. The Change of Scope was approved by the CTC during its meeting	4918	3932	463	309	100	3060	0	260	3672
5123		2	7	Rosemead	Rosemead Safe Routes to School Project	UNCHANGED			02/01/2016 11/10/2016	06/01/2016 11/15/2016	05/01/2016 11/09/2016	06/01/2016 07/26/2017	12/15/2016 08/27/2018	- -		772	702	0	0	0	702	0	986	-284
5140		2	7	Santa Clarita	Santa Clarita Junior High and High School Safe Routes to School Plan	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	03/03/17		09/02/2016 09/02/2016	- -	- -	- -	- -	07/11/2017 08/15/2019		200	160	0	0	0	0	160	1894	-1734
5125		2	7	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	UNCHANGED			10/15/2017 01/03/2017	09/15/2018 10/15/2020	04/15/2018 10/15/2020	11/15/2018 04/15/2021	02/15/2020 12/30/2021	- -		2016	1613	120	120	40	1333	0	10	1603
5114		2	7	Santa Monica	Michigan Avenue Greenway: Completing Bike/Pedestrian Expo Connection Over the Interstate - 10	UNCHANGED			09/16/2016 02/15/2018	10/20/2017 10/15/2020	09/15/2017 10/15/2020	01/30/2019 04/15/2021	12/30/2019 12/30/2021	- -	Given unexpected delays to project initiation, design, and R/W clearance and uncertainty of additional coordination efforts with Caltrans, the encroachment permitting process, and remaining project development work, the City anticipates completing PS&E an	1224	987	72	75	42	798	0	0	987

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5124		2	7	South Gate	Long Beach Boulevard Pedestrian Improvements	UNCHANGED			01/01/2017 12/01/2017	03/03/2018 03/31/2020	03/30/2018 03/31/2020	05/15/2018 05/31/2020	03/01/2019 05/31/2021	- -		2586	2250	65	262	0	1923	0	0	2250
5132		2	7	Torrance	Downtown Torrance Active Transportation Improvement Project	UNCHANGED			NP	09/01/2017 01/31/2018	NP	- 08/20/2018	12/01/2018 04/17/2019	- -		3269	2027	0	340	0	1687	0	2900	-873
5152A	5152B	2	7	Ventura County	Rio Real Elementary School - Pedestrian and Street Improvements Project	UNCHANGED			10/01/2016 10/17/2017	01/15/2017 03/30/2018	12/31/2016 01/30/2018	06/15/2017 06/18/2018	10/01/2017 08/20/2018	01/10/2018 12/30/2018		462	462	0	0	0	432	30	462	0
5115		2	7	Whittier	Whittier Greenway Trail East Extension Gap Closure	UNCHANGED			11/23/2015 11/23/2015	09/30/2018 02/28/2019	03/15/2019 01/30/2019	09/24/2019 06/28/2019	06/30/2021 03/30/2020	- -		4762	4515	0	150	1216	3149	0	1225	3290
1191		2	8	Banning	Bicycle and Safe Routes to School Improvements	UNCHANGED			02/16/2017 03/01/2017	02/22/2018 01/18/2019	NP	03/26/2018 05/13/2019	02/15/2019 10/18/2019	- -		1082	1082	20	100	0	962	0	88	994
1192		2	8	Grand Terrace	Active Transportation Program Planning	UNCHANGED			- -	- -	- -	- -	- -	- 02/15/2019	The Plan was adopted on November , 2018. Target Completion date is estimating closing grant out and final reports.	295	295	0	0	0	0	295	180	115
1193		2	8	Hesperia	Bear Valley Road Bicycle Bypass Phase II	UNCHANGED			09/16/2016 02/01/2017	06/15/2017 05/30/2019	06/15/2017 11/30/2019	07/30/2017 04/30/2020	03/15/2018 01/30/2021	- -		376	301	0	0	0	301	0	419	-118
1180		2	8	Hesperia	Willow Street Shared Use Paseo	UNCHANGED			10/15/2016 -	11/15/2017 09/01/2019	10/15/2017 12/01/2019	12/15/2017 04/01/2020	03/01/2018 03/31/2021	- -		1200	1200	0	258	0	942	0	350	850
1181A	1181B	2	8	Highland	Highland/Redlands Regional Connector Project	UNCHANGED			06/15/2018 02/28/2020	06/15/2019 10/15/2020	05/31/2018 09/30/2020	06/30/2019 06/30/2021	05/30/2020 07/30/2022	06/30/2019 05/13/2022	Request for time extension submitted 12/14/18.	4691	3636	0	0	0	3596	40	227	3409
1194		2	8	Jurupa Valley	Jurupa Valley High School Safe Routes to School	UNCHANGED			10/31/2016 01/18/2018	03/01/2018 08/15/2018	03/01/2018 03/15/2018	03/31/2019 07/16/2018	03/31/2019 12/31/2018	- -		1467	1252	4	173	230	845	0	0	1252
1195		2	8	Moreno Valley	Segment of the Juan Bautista De Anza Multi-Use Trail	UNCHANGED			07/01/2016 10/31/2018	03/31/2019 06/28/2019	11/30/2019 08/28/2019	07/01/2019 07/01/2019	01/15/2020 01/15/2019	- -	At Dec. 5/6, 2018 CTC meeting, request was approved to allocate PS&E and R/W phases. City awaiting E-76 from Caltrans.	1431	1431	115	53	138	1125	0	327	1104

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1196		2	8	Needles	In-Fill Sidewalks, Curbs and Gutters Improvement Project	UNCHANGED			NP	NP	NP	07/09/2018 11/12/2018	10/10/2018 -	- -	Contractor request a contract time extension for 30 days. Changing the completion date to November 12, 2018.	484	252	0	0	0	252	0	2296	-2044
1182		2	8	Rialto	Etiwanda Corridor Improvements	UNCHANGED			NP	12/01/2017 01/31/2019	03/01/2018 11/15/2018	09/01/2018 05/31/2019	12/31/2018 12/31/2019	- -		850	629	8	64	0	557	0	0	629
1201		2	8	Riverside	Citywide Bicycle and Pedestrian Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/23/18		03/01/2016 04/24/2018	01/15/2016 11/01/2018	01/15/2016 04/30/2018	05/31/2016 07/01/2019	11/15/2016 09/25/2019	- -		1249	1042	100	0	0	942	0	700	342
1177		2	8	Riverside County	3rd Place Sidewalk and Roadway Safety Improvements	UNCHANGED			07/01/2015 10/07/2017	12/31/2017 10/04/2018	12/31/2017 10/03/2018	- 09/30/2019	12/31/2019 08/11/2020	- -	On 6/27/2018, the CTC approved a 6-month time extension for the allocation of construction funds under CTC agenda item 129. The new construction allocation deadline is December 2018.	871	721	65	61	0	595	0	334	387
1178		2	8	Riverside County Dept. of Public Health	Riverside County Safe Routes to School, Eastside Riverside	UNCHANGED			- -	- -	- -	- -	- -	08/17/2016 12/31/2018		628	500	0	0	0	0	500	4554	-4054
1200A	1200B	2	8	Riverside County Transportation Department	Thousand Palms Sidewalk Safety Improvements	UNCHANGED			03/31/2017 02/15/2017	03/31/2018 04/25/2018	- 04/25/2018	- 01/30/2019	06/30/2019 12/15/2019	03/01/2019 12/31/2019		1085	775	40	108	0	615	12	0	775
1198A	1198B	2	8	Riverside County Transportation Department	Mecca Sidewalk and Roadway Safety Improvements	UNCHANGED			03/31/2017 01/17/2017	03/31/2018 08/21/2017	- 08/21/2017	- 07/30/2018	03/31/2019 06/25/2019	01/22/2019 12/31/2019		946	851	45	95	0	698	13	0	851
1199A	1199B	2	8	Riverside County Transportation Department	Camino Aventura Sidewalk Safety Improvements	UNCHANGED			03/31/2017 02/15/2017	03/31/2018 04/26/2018	- 04/25/2018	- 01/30/2019	03/31/2019 12/15/2019	03/01/2019 12/31/2019		1002	902	46	110	0	733	13	1757	-855
1183A	1183B	2	8	San Bernardino	San Bernardino City Sidewalk Gap Closure and Bike Lane Safe Routes to School Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	08/17/17		12/31/2017 05/31/2018	12/31/2018 03/29/2019	12/31/2018 03/29/2019	08/31/2020 09/09/2019	02/26/2021 05/29/2020	03/29/2019 07/26/2019		2153	2153	143	215	60	1671	64	148	2005

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1202		2	8	San Bernardino County	Santa Ana River Trail Phase IV, Reaches B and C	UNCHANGED			04/01/2017 12/31/2018	01/01/2018 01/16/2020	11/01/2017 01/16/2020	06/30/2018 06/30/2020	09/30/2018 12/03/2020	- -	A 20-month time extension to allocate PS&E and R/W by February 28, 2019 was requested and granted due to the complexity of obtaining environmental permits. A 20-month time extension to allocate CON by February 20, 2020 was requested and granted.	5001	3801	307	460	614	2420	0	346	3455
1203		2	8	San Jacinto	San Jacinto Valley Connect	UNCHANGED			03/01/2017 01/19/2017	07/01/2018 04/20/2018	07/01/2018 04/20/2018	01/21/2019 05/06/2019	04/22/2019 08/30/2019	- -	The City of San Jacinto submitted the extension of time to award construction contract on Nov. 19, 2018. It is anticipated that the CTC approves the six-month contract award extension of time at the meeting of Jan. 30-31, 2019.	646	646	10	90	0	546	0	3183	-2537
1184		2	8	Town of Yucca Valley	Yucca Valley Elementary School Sidewalks	UNCHANGED			08/01/2016 -	01/01/2017 -	NP	NP	NP	- -	At their June 27-28, 2018 meeting, the California Transportation Commission granted a 12-month allocation time extension for the project's construction phase.	1026	1026	5	80	0	941	0	670	356
1204		2	8	Victorville	Mojave Riverwalk Shared-Use Bicycle Facility	UNCHANGED			NP	NP	NP	05/23/2017 02/28/2019	03/20/2018 06/28/2019	- -	Project was advertised on September 19, 2018. Bids were opened on October 25, 2018 and a contract was awarded on December 18, 2018.City is reviewing submittals and anticipates to issue a Notice to Proceed on January 17, 2019.	4700	3760	0	0	0	3760	0	204	3556
1205		2	8	Wildomar	Grand Avenue Multi-Use Trail Improvement Project	UNCHANGED			NP	09/06/2015 02/01/2017	09/02/2015 11/08/2016	07/19/2017 08/30/2017	10/31/2017 09/30/2018	- -		1541	1223	0	0	0	1223	0	0	1223
0670		2	9	Tehachapi	Rail Corridor Pedestrian Safety Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	10/12/16		01/31/2017 03/27/2017	07/31/2017 04/18/2019	NP	03/06/2018 11/05/2019	12/31/2018 12/30/2020	- -		2242	2042	0	0	0	2042	0	216	1826
2615		2	9	Town of Mammoth Lakes	Mammoth Creek Gap Closure Project	UNCHANGED			NP	05/01/2017 04/30/2018	01/15/2017 06/22/2018	05/01/2017 09/10/2018	02/01/2018 02/01/2019	- -	Target dates are in-line with original grant application. The funding allocation was off one year from our initial application schedule. Funds were not available until July 1, 2016 (not July 1, 2015).	641	847	0	50	300	497	0	877	-30
3171		2	10	Ceres	Safe Routes to School Whitmore Corridor	UNCHANGED			NP	07/01/2018 08/08/2018	10/01/2017 03/01/2019	08/01/2018 09/02/2019	04/01/2019 02/01/2020	- -		1200	915	0	79	0	836	0	1236	-321

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
3172		2	10	Ceres	Ceres Canal Bike and Pedestrian Path, Phase IV	UNCHANGED			NP	05/01/2016 08/28/2017	02/01/2016 04/14/2017	09/01/2016 10/09/2017	12/01/2017 07/09/2018	- -		980	658	0	0	0	658	0	3177	-2519
3181		2	10	Merced	City of Merced Active Transportation/Safe Routes to School Plan	UNCHANGED			- -	- -	- -	- -	- -	NP		207	135	0	0	0	0	135	73	62
3179		2	10	Merced County Public Works	Walnut Avenue Complete Street Upgrade, Segment 2	UNCHANGED			09/11/2012 09/11/2012	10/31/2017 10/31/2018	10/31/2017 04/18/2018	04/30/2018 03/18/2019	12/31/2018 03/31/2019	- -	Notice of Award was sent to the Contractor on 12/18/2018.	2575	1845	165	165	0	1515	0	0	1845
3180		2	10	Merced County Public Works	Lobo Avenue Complete Street Project	UNCHANGED			04/30/2017 12/12/2016	06/30/2018 10/31/2019	06/30/2018 09/30/2019	08/15/2018 04/01/2020	11/30/2018 12/31/2020	- -		973	973	100	58	100	715	0	143	830
3173		2	10	Patterson	Pedestrian Safety Improvements along Las Palmas Avenue and Ward Avenue	UNCHANGED			NP	04/01/2018 03/01/2019	09/01/2017 10/22/2018	04/01/2019 07/01/2019	04/01/2019 12/01/2019	- -		708	602	0	51	0	551	0	3412	-2810
3170		2	10	Stockton	Miner Avenue Complete Streets Improvements	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	09/16/16		10/01/2016 02/23/2017	03/01/2018 04/04/2019	03/01/2018 06/01/2019	09/03/2019 12/16/2019	09/15/2020 05/28/2021	- -	Due to CTC allocation, construction schedule was modified. R/W being coordinated with utilities, anticipated completion summer 2019.	3800	2898	0	334	0	2564	0	30	2868
3182		2	10	Stockton	Active Transportation Plan in Greater Downtown District	UNCHANGED			- -	- -	- -	- -	- -	02/01/2018 07/31/2019		396	396	0	0	0	0	396	94	302
3184A	3184B	2	10	Turlock	Christoffersen Parkway Pedestrian and Bike Improvements with Connectors	UNCHANGED			01/15/2017 12/04/2017	06/15/2017 06/15/2018	04/15/2017 04/18/2018	04/15/2018 05/15/2019	10/15/2018 10/15/2019	06/01/2019 12/01/2019	City submitted a 6-month time extension request to the January 2019 CTC meeting. The City received no bids on the project the first time it was advertised.	346	346	15	29	0	220	82	41	305
3183		2	10	Turlock	Linwood Avenue Pedestrian and Bicycle Improvements	UNCHANGED			06/15/2016 03/16/2017	04/15/2017 05/17/2018	08/15/2017 05/17/2018	08/15/2017 06/30/2019	06/30/2018 05/30/2020	08/01/2019 06/01/2020		1000	736	50	50	220	416	0	400	336
1226A	1226B	2	11	El Centro	Establishment of Safe Routes to School Program and Bicycle Route Improvements	UNCHANGED			NP	04/01/2017 11/30/2017	NP	08/31/2017 02/15/2019	06/01/2018 06/15/2019	12/31/2017 12/28/2018	CTC approved three month extension for contract award on 10/17/18.	524	524	0	62	0	247	215	500	24

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1211A	1211B	2	11	Encinitas	EI Portal Pedestrian and Bike Underpass	UNCHANGED			03/30/2017 11/30/2017	06/01/2018 10/31/2018	02/01/2018 05/31/2019	09/01/2018 09/01/2019	12/30/2019 09/01/2020	09/01/2019 09/01/2020		5401	4697	196	602	53	3802	44	0	4697
1233		2	11	Imperial County	Imperial County Pedestrian Master Plan	UNCHANGED			-	-	-	-	-	04/28/2018 06/30/2019		100	100	0	0	0	0	100	350	-250
1229A	1229B	2	11	La Mesa	West La Mesa Pedestrian and Bicycle Connectivity Project	UNCHANGED			NP	03/10/2017 09/30/2017	09/03/2018 10/24/2016	02/21/2020 03/01/2019	NP	NP		1919	1919	0	450	25	1379	65	249	1670
1212		2	11	National City	Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements	UNCHANGED			03/31/2015 10/01/2015	09/04/2018 11/01/2018	07/06/2018 07/06/2016	07/15/2019 07/15/2019	03/02/2020 03/02/2020	- -		1129	1129	25	165	50	889	0	4888	-3759
1234		2	11	San Diego	Chollas Creek, Oak Park Branch Trail	UNCHANGED			09/01/2017 01/01/2019	03/01/2017 03/01/2019	NP	10/02/2017 09/13/2019	10/02/2019 09/13/2022	- -		943	943	97	91	0	755	0	4742	-3799
1210		2	11	San Diego	Euclid and Market Complete Streets project	UNCHANGED			12/01/2016 12/14/2017	06/01/2017 06/27/2019	06/01/2017 06/27/2019	08/01/2017 12/27/2019	08/01/2018 03/01/2021	- -	12 month extensions for all phases were approved.	5990	4016	369	480	420	2747	0	1402	2614
1231		2	11	San Diego Association of Governments	San Diego Bayshore Bikeway Barrio Logan Segment	UNCHANGED			08/01/2016 12/10/2018	08/01/2017 10/15/2019	08/01/2017 10/15/2019	08/01/2018 12/30/2021	NP	- -	CEQA completed 7/6/18; NEPA completed 12/10/18. RW and PS&E to began after NEPA approval. Request for Allocation of funding deadline was extended to 12/30/19. Contract award deadline is 6 months after this date.CON begin date (Notice to Proceed) date i	13687	4944	0	0	0	4944	0	0	4944
1232		2	11	San Diego Association of Governments	San Diego Regional Border to Bayshore Bikeway Project	UNCHANGED			- 04/30/2019	07/31/2017 10/31/2019	10/31/2017 10/31/2019	03/30/2018 05/20/2020	03/20/2020 11/30/2021	- -	Applied to CTC for 14 month time extension for PS&E and R/W phases. Phases were delayed because of unanticipated effort in the following areas: "Robust, Grassroots Outreach Strategy" and "Extensive Interagency Coordination." Fourteen month extension was	12215	10221	0	1058	222	8941	0	825	9396

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1000A	1000B	2	12	Anaheim	West Street and Citron Street Sidewalk Gap Closure	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	02/05/18		12/05/2017 02/06/2018	10/01/2017 02/15/2019	06/01/2017 04/01/2019	12/16/2017 04/06/2020	10/01/2018 06/08/2020	02/10/2020 03/01/2021	Time Extension for PS&E, R/W and CON-IN approved in June 2017 CTC meeting, Time Extension for CON approved in May 15-16, 2018, CTC meeting.	2056	2056	35	313	56	1637	15	105	1951
1005		2	12	County of Orange	Orange County Loop Coyote Creek	UNCHANGED			06/27/2019 06/27/2019	08/27/2020 08/27/2020	08/28/2020 08/28/2020	08/23/2021 08/23/2021	02/13/2023 02/13/2023	- -		39307	871	871	0	0	0	0	0	871
1002A	1002B	2	12	Garden Grove	'First Mile' Bicycle and Pedestrian Trail Expansion on the PE ROW and Education/Encouragement Activities	UNCHANGED			NP	NP	NP	NP	NP	04/30/2017 12/30/2022		1891	1891	175	150	20	1472	74	276	1615
1004		2	12	La Habra	La Habra Union Pacific Rail Line Bikeway Project	UNCHANGED			- -	- -	02/28/2018 03/31/2019	- -	- -	- -		527	467	0	0	467	0	0	266	201
1003		2	12	La Habra	La Habra Guadalupe Park Reconstruction Project	UNCHANGED			- -	11/01/2016 05/01/2019	- -	- -	- -	- -		340	340	50	290	0	0	0	320	20
1006		2	12	Orange County Transportation Authority (OCTA)	Orange County Active Transportation Plan	UNCHANGED			- -	- -	- -	- -	- -	01/09/2017 03/31/2019	Target completion date modified from 12/31/18 to 3/31/19 to allow sufficient time for final billing.	350	280	0	0	0	0	280	94	186
1008		2	12	San Clemente	Shorecliffs Middle School Safe Routes to School Pedestrian Improvement Project	UNCHANGED			NP	09/28/2016 06/22/2018	NP	12/01/2016 06/11/2018	11/28/2017 12/18/2018	- -		869	869	0	100	0	769	0	399	470
1007		2	12	San Clemente	Concordia Elementary School Safe Routes to School Pedestrian and Bicycle Lane Improvement Project	UNCHANGED			NP	NP	NP	12/31/2016 07/01/2017	07/28/2017 10/16/2018	- -		986	986	0	0	0	986	0	35	951
1010		2	12	Santa Ana	Citywide Safe Routes to School Plan	UNCHANGED			- -	- -	- -	- -	- -	11/07/2017 06/30/2020		615	615	0	0	0	0	615	300	315

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1013A	1013B	2	12	Santa Ana	Edinger Protected Bike Lanes Project	UNCHANGED			08/01/2016 06/14/2017	04/01/2019 04/30/2019	NP	06/18/2019 12/31/2019	12/01/2021 12/30/2022	09/19/2017 03/29/2019		2366	2366	118	300	0	1924	24	0	2366
1014		2	12	Santa Ana	Lincoln Pedestrian Pathway Connectivity	UNCHANGED			02/28/2018 03/25/2019	04/30/2019 04/30/2019	NP	05/30/2019 12/31/2019	05/30/2022 12/30/2022	- -		1230	1230	80	120	0	1030	0	913	317
1011		2	12	Santa Ana	Santa Ana and Fifth Protected Bike Lanes	UNCHANGED			07/01/2016 06/14/2017	10/02/2017 06/28/2019	NP	05/01/2019 12/31/2019	11/01/2021 12/30/2022	- -		5424	5424	200	740	0	4484	0	1845	3579
2172O		2	12	Santa Ana	Civic Center Bike Boulevard	UNCHANGED			08/01/2016 06/14/2017	04/01/2019 04/30/2019	04/01/2019 04/30/2019	06/18/2019 12/31/2019	12/01/2021 12/01/2022	- -		3729	3729	260	406	0	3063	0	258	3471
1009		2	12	Santa Ana	Safe Routes to School Enhancements for Sepulveda Elementary	UNCHANGED			07/06/2017 07/06/2017	03/31/2017 01/30/2019	NP	11/30/2018 06/28/2019	06/30/2021 06/30/2021	- -		310	310	20	35	0	255	0	1781	-1471
1015		2	12	Westminster	Garden Grove Boulevard Complete Street Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	05/16/18		03/30/2018 03/30/2018	06/30/2018 06/30/2019	NP	07/01/2018 06/30/2020	06/30/2019 06/30/2021	- -		2758	2758	30	300	0	2428	0	0	2758
0774		2	50	California Department of Transportation	Active Transportation Resource Center (ATRC)	UNCHANGED			- -	- -	- -	- -	- -	01/31/2017 01/31/2021	Will need to request a 12 month project completion/expenditure extension for funds programmed in FY 16/17 and FY 17/18 at December 2019 CTC meeting to extend the completion date to 1/31/21. This is due to the fact that we need to contract and then complet	3570	3570	0	0	0	0	3570	0	3570
2505A	2505B	3	1	Blue Lake	Blue Lake Annie and Mary Trail, Phase 1	UNCHANGED			06/01/2018 12/01/2018	12/01/2018 03/01/2019	12/01/2018 03/01/2019	08/01/2019 08/01/2019	06/01/2020 06/01/2020	NP	n/a	25	976	120	63	10	777	6	0	976
2504A	2504B	3	1	Humboldt County Public Works	McKinleyville Safe Routes to School Program	UNCHANGED			02/29/2020 02/29/2020	06/28/2020 06/28/2020	03/02/2021 03/02/2021	05/01/2021 05/01/2021	09/12/2021 09/12/2021	10/01/2019 09/20/2021		612	612	25	40	12	490	45	160	452
2506		3	1	Humboldt County Public Works	Fortuna and McKinleyville Active Transportation Education Program	UNCHANGED			- -	- -	- -	- -	- -	05/17/2018 05/16/2020	Activities are scheduled to take place in the estimated time-frame.	595	595	0	0	0	0	595	1764	-1169

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
3120		3	1	Lakeport	Hartley Street Safe Route to School Project	UNCHANGED			06/04/2018 06/04/2019	05/31/2019 02/03/2020	12/03/2018 06/04/2019	07/15/2019 06/15/2020	12/20/2019 12/16/2020	- -	The City of Lakeport will be submitting Exhibit 22-B for a 12 month extension for the PS&E and CON phases.	1874	1852	30	155	0	1667	0	500	1352
2580		3	2	Redding	West Street Area School Safety Improvements	UNCHANGED			12/01/2018 05/01/2018	02/02/2020 02/02/2020	02/02/2020 02/02/2020	06/24/2020 06/24/2020	06/01/2021 06/01/2021	- -	error in con begin date last report, corrected	3196	2538	400	0	0	2138	0	393	2145
2579		3	2	Redding	Bechelli Lane and Loma Vista Active Transportation Corridor Improvements	UNCHANGED			10/22/2018 07/01/2019	06/30/2020 06/30/2020	12/27/2020 12/27/2020	07/20/2021 07/20/2021	05/27/2022 05/27/2022	- -	Holding open house soon for public comments (PA &ED)	8421	6740	0	0	0	6740	0	375	6365
1026		3	3	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	UNCHANGED			06/27/2019 12/27/2019	08/27/2020 08/27/2020	09/29/2019 09/29/2019	01/01/2021 01/01/2021	07/30/2021 07/30/2021	- -		7660	7241	0	1005	0	6236	0	267	6974
1694A	1694B	3	3	Citrus Heights	Mariposa Safe Routes to School (Phase IV)	UNCHANGED			01/31/2019 01/31/2019	01/31/2020 01/31/2020	05/30/2020 05/30/2020	10/15/2020 10/15/2020	06/30/2021 06/30/2021	10/15/2020 06/30/2021	Actual PA&ED allocation date 4 months after approved application allocation date due to timing of grant award and notification to city to proceed with CTC allocation request.	2603	2100	109	242	98	1629	22	189	1911
1693A	1693B	3	3	Citrus Heights	Citrus Heights Electric Greenway (Class 1 Multi-Use Trail)	UNCHANGED			01/31/2019 05/30/2019	10/31/2019 04/30/2020	07/31/2019 01/31/2020	03/01/2020 03/01/2021	04/30/2021 04/30/2022	03/01/2021 12/31/2021	Actual PA&ED allocation date 4 months after approved application allocation date due to timing of grant award and notification to city to proceed with CTC allocation request. Delay in start of project pushed construction start dates into winter. Updated	7015	6216	350	246	65	5525	30	0	6216
1924		3	3	Davis	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	UNCHANGED			04/01/2018 01/31/2019	11/30/2018 03/29/2019	04/30/2019 04/30/2019	08/05/2019 08/05/2019	12/31/2019 12/31/2019	- -		3540	3540	0	0	0	3540	0	295	3245
1224A	1224B	3	3	El Dorado County	El Dorado Trail - Missouri Flat Road to El Dorado	UNCHANGED			02/01/2018 12/07/2018	02/15/2018 01/11/2019	04/01/2018 12/12/2018	03/01/2019 04/15/2019	12/01/2019 12/01/2019	03/15/2019 06/01/2020	Since Progress Report # 3 the following changes to the Project Schedule have been made: PA&ED Completion Date is changed from 11/30/2018 to 12/7/2018; PS&E Completion Date is changed from 12/3/2018 to 1/11/2019; the ROW Completion Date is changed from 12	4610	3419	0	0	0	3374	45	37	3382

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1769A	1769B	3	3	Elk Grove	Elk Grove Florin Road Sidewalk Infill Safe Routes to Schools	UNCHANGED			07/02/2018 01/09/2019	09/15/2019 10/15/2019	06/13/2019 12/10/2019	05/04/2020 05/04/2020	08/01/2020 08/25/2020	07/01/2020 06/30/2022	CEQA CE determination approved by City Council on Jan. 9, 2019. Final PSE and RW phases will start after CE approval. CON funding is programmed for State FY 19/20 and construction contract award is planned to be accomplished within the programmed FY. Orig	1101	814	41	0	0	725	48	695	119
2016		3	3	Marysville	Marysville Bicycle and Pedestrian Improvement Project	UNCHANGED			NP	NP	NP	NP	NP	- -		583	515	0	63	0	452	0	851	-336
1027		3	3	Oroville	Oroville State Route 162 Pedestrian/Bicyclist/Disabled Mobility and Safety Improvements	UNCHANGED			05/28/2020 05/28/2020	06/27/2021 -	06/27/2021 -	09/14/2021 -	09/21/2023 -	- -		3951	3451	0	40	0	3411	0	902	2549
1528		3	3	Placer County	Placer County West Shore Highway Crossing Improvements	UNCHANGED			06/15/2018 09/15/2018	03/30/2019 03/30/2019	06/30/2019 06/30/2019	09/30/2019 09/30/2019	11/30/2019 11/30/2019	- -	Time extension of 3 months for allocation of PS&E approved at June 2018 CTC meeting.	426	326	75	88	13	150	0	282	44
1773		3	3	Rancho Cordova	City of Rancho Cordova-Safe Routes to School Plan	UNCHANGED			- -	- -	- -	- -	- -	06/19/2018 03/29/2019		277	245	0	0	0	0	245	0	245
1770		3	3	Rancho Cordova	Cordova Park Safe Routes to School Project	UNCHANGED			NP	01/01/2019 12/21/2018	07/02/2018 02/14/2019	05/01/2019 05/01/2019	10/01/2019 10/01/2019	- -		2346	1889	0	210	0	1679	0	2656	-767
1526A	1526B	3	3	Roseville	Dry Creek Greenway Multi-Use Trail Project, Roseville	UNCHANGED			03/19/2017 03/19/2019	04/21/2019 04/21/2020	10/22/2020 10/22/2020	05/01/2021 05/01/2021	04/21/2023 04/21/2023	05/01/2021 04/21/2023		12140	4500	0	0	0	4330	170	0	4500
1527A	1527B	3	3	Roseville	Washington Boulevard Bikeway and Pedestrian Pathways Project	UNCHANGED			04/02/2018 07/19/2019	07/20/2018 07/31/2019	07/20/2018 12/31/2019	09/01/2019 06/30/2020	08/26/2020 06/30/2023	06/30/2020 06/30/2023		3982	2212	0	0	0	2030	182	340	1872

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1691		3	3	Sacramento	Broadway Complete Streets Project	UNCHANGED			06/26/2018 06/24/2019	08/20/2020 08/26/2020	12/22/2019 12/22/2019	03/02/2021 03/02/2021	03/16/2024 03/16/2024	- -		4414	2763	0	353	0	2410	0	374	2389
1692A	1692B	3	3	Sacramento	Northwood School and Transit Access Improvements	UNCHANGED			06/25/2019 06/25/2019	08/24/2020 08/24/2020	08/26/2020 08/26/2020	10/31/2020 10/31/2020	08/28/2021 08/28/2021	10/31/2020 10/22/2022		2541	1818	0	350	0	1414	54	0	1818
1771		3	3	Sacramento	Meadowview Road Complete Street Phase 2	UNCHANGED			11/01/2017 11/30/2018	01/02/2019 01/09/2020	01/02/2019 09/17/2019	06/01/2019 04/20/2020	12/01/2019 10/01/2020	- -	The R/W and Utility Relocation phase of the Meadowview Road Complete Street Project is the critical path of the project. There are funding constraints for the project and the R/W is dependent on property owners and stakeholders support for the project	2690	1618	0	250	174	1194	0	0	1618
1768		3	3	Sacramento	Two Rivers Trail (Phase II)	UNCHANGED			04/19/2018 05/15/2019	07/12/2018 09/30/2019	07/12/2018 09/30/2019	01/01/2019 04/01/2020	04/30/2020 04/30/2021	01/15/2020 04/30/2021		6361	3333	0	0	0	3333	0	89	3244
1690		3	3	Sacramento County	47th Avenue Pedestrian and Bicycle Improvements	UNCHANGED			10/29/2017 02/01/2019	10/27/2019 12/01/2019	10/27/2019 12/01/2019	04/01/2020 04/01/2020	09/28/2020 09/28/2020	- -		4235	3009	0	0	0	3009	0	1210	1799
1695		3	3	Sacramento County	Folsom Boulevard Complete Street Improvements, Phase 1	UNCHANGED			06/01/2018 12/10/2018	03/31/2020 03/31/2020	12/31/2019 12/31/2019	05/01/2020 05/01/2020	12/31/2020 12/31/2020	- -		5001	4180	0	532	176	3472	0	280	3900
1772		3	3	Sacramento County	Howe Avenue Bicycle and Pedestrian Improvements	UNCHANGED			03/01/2018 03/01/2018	03/31/2020 03/31/2020	12/01/2019 12/01/2019	06/01/2020 06/01/2020	12/31/2020 12/31/2020	- -		2152	400	0	191	209	0	0	0	400
1809		3	3	Yuba City	Harter Parkway and Sutter Bike Path Gap Closure	UNCHANGED			08/29/2019 08/29/2019	12/27/2019 12/27/2019	07/30/2020 07/30/2020	03/01/2021 03/01/2021	08/28/2021 08/28/2021	- -		2241	153	0	153	0	0	0	2703	-2550
2017A	2017B	3	3	Yuba County	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	UNCHANGED			05/31/2018 11/30/2018	03/15/2019 02/01/2020	02/01/2019 02/01/2019	06/01/2019 03/16/2020	06/01/2021 09/01/2020	06/01/2019 06/30/2020		1701	1505	57	170	0	1253	25	0	1505

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2018A	2018B	3	3	Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	UNCHANGED			09/30/2018 03/31/2019	11/01/2019 12/31/2019	10/01/2019 10/01/2019	04/01/2020 04/01/2020	04/01/2021 04/01/2021	04/01/2020 06/30/2020		1559	1246	54	162	0	1000	30	0	1246
2300		3	4	Alameda	Central Avenue Complete Street Project	UNCHANGED			12/31/2018 03/02/2020	12/31/2018 11/26/2020	NP	09/30/2019 02/25/2021	12/31/2020 10/28/2021	- -	Project on State Route 61 requires coordination with Caltrans and CEQA/NEPA clearance, which is a longer and more costly process than anticipated including the required Caltrans cooperative agreement that the City is required to pay Caltrans to review.	15279	7326	0	0	0	7326	0	10	7316
2303		3	4	Alameda County Pubic Works Department	Lewelling Boulevard Safe Routes to School Corridor	UNCHANGED			- -	11/23/2020 07/01/2020	04/30/2020 02/01/2020	05/01/2021 02/01/2021	06/30/2023 12/31/2021	- -		3065	400	0	400	0	0	0	900	-500
2304		3	4	Alameda County Public Works	Somerset Avenue Safe Routes to School Corridor	UNCHANGED			- -	11/30/2020 07/01/2020	04/30/2020 02/01/2020	05/01/2021 02/01/2021	06/30/2023 12/31/2021	- -		3652	330	0	330	0	0	0	0	330
2302		3	4	Alameda County Public Works Department	D Street Improvement project	UNCHANGED			- -	11/23/2020 07/01/2020	04/30/2020 02/01/2020	07/01/2021 01/04/2021	12/22/2022 12/31/2021	- -		3366	542	0	542	0	0	0	300	242
2301		3	4	Alameda County Public Works Department	Active Oakland: Comprehensive Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	12/06/2018 12/30/2020		977	977	0	0	0	0	977	121	856
2323		3	4	Alameda County TC	I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements	UNCHANGED			05/23/2018 07/31/2019	05/24/2018 05/31/2020	05/24/2018 05/31/2020	10/01/2019 11/01/2020	04/15/2022 06/30/2023	- -		33016	4152	0	0	0	4152	0	985	3167
2305		3	4	Berkeley	John Muir Elementary Safe Routes to School Improvements	UNCHANGED			03/14/2018 06/01/2018	05/15/2018 10/05/2018	08/31/2017 07/01/2018	11/13/2018 03/18/2019	06/28/2019 08/23/2019	- -	Awaiting execution of construction contract	616	270	0	0	0	270	0	895	-625
2322		3	4	Berkeley	Sacramento Street Complete Streets Improvements	UNCHANGED			09/12/2017 06/11/2018	08/30/2019 08/30/2019	08/30/2019 08/30/2019	NP	06/30/2020 06/30/2020	- -		1542	1542	0	185	0	1357	0	1430	112
2325		3	4	Concord	Downtown Corridors Plan Bicycle and Pedestrian Improvement Project	UNCHANGED			04/01/2019 09/02/2019	05/29/2019 09/09/2020	05/29/2019 09/09/2020	- -	- -	- -		623	623	134	404	85	0	0	461	162

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2310		3	4	Contra Costa County	Pacheco Boulevard Sidewalk Gap Closure Phase 3	UNCHANGED			03/07/2017 11/07/2017	10/05/2016 04/05/2018	01/01/2018 03/01/2018	06/19/2018 06/26/2018	09/30/2018 11/10/2018	- -		1164	619	0	0	0	619	0	0	619
2309		3	4	Contra Costa County	Fred Jackson Way First Mile/Last Mile Connection Project	UNCHANGED			NP	04/28/2020 04/28/2020	08/26/2020 08/26/2020	05/01/2021 05/01/2021	10/28/2021 10/28/2021	- -		4298	3298	0	161	200	2937	0	802	2496
2320		3	4	East Bay Regional Park District	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	UNCHANGED			- 05/01/2019	- 11/30/2019	NP	- 12/30/2019	- 12/30/2022	- -		11100	4000	0	0	0	4000	0	600	3400
2306		3	4	Emeryville	Emeryville Bicycle and Pedestrian Greenway Safety and Mobility Improvement Project	UNCHANGED			NP	10/31/2018 01/30/2019	12/28/2018 10/30/2018	04/01/2019 04/01/2019	07/02/2019 07/02/2019	- -	PS&E completion date is 1/30/2019, with this being the date CTC approves Emeryville's Exhibit 23-O Request for Allocation.	315	265	0	0	0	265	0	424	-159
2315		3	4	Fairfield	East Tabor/Tolenas Safe Routes to School Gap Closure Project	UNCHANGED			NP	04/21/2021 04/21/2021	04/21/2021 04/21/2021	06/20/2021 06/20/2021	06/15/2022 06/15/2022	- -		1860	1700	88	132	465	1015	0	462	1238
2312		3	4	Napa County	State Route 29 Bicycle and Pedestrian Undercrossing Project	UNCHANGED			12/27/2017 06/02/2015	06/30/2018 10/01/2019	06/26/2019 10/01/2019	09/01/2019 04/01/2020	06/27/2020 04/01/2021	- -	A 65% plan set is estimated to be submitted for permit applications by February 2019. The PS&E and Right-of-Way Certification will be completed by September 2019. A request for authorization of construction funds will be submitted by November 2019. This p	789	531	0	0	0	531	0	666	-135
2327		3	4	Napa Valley Transportation Authority (for Napa County Office of Education)	Napa County Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	- 09/30/2020		437	437	0	0	0	0	437	55	382
2308		3	4	Oakland	Fruitvale Alive Gap Closure Project	UNCHANGED			06/19/2018 03/16/2018	10/08/2018 12/30/2019	10/08/2018 12/30/2019	02/19/2019 06/30/2020	02/09/2021 06/09/2022	- -	The "Original Target Completion Date"(s) were revised accordingly to reflect schedule change via the 2017 Active Transportation Program Augmentation, funded by the passage of SB1. The Construction Begin Date will need to be pushed out to the next cycle d	8541	855	0	800	50	5	0	0	855

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2307		3	4	Oakland	14th Street: Safe Routes in the City	UNCHANGED			06/01/2018 05/30/2019	11/21/2019 06/30/2020	11/21/2019 01/30/2020	01/30/2020 01/30/2020	07/24/2021 07/24/2021	- -	The "Original Target Completion Date"(s) were revised accordingly to reflect schedule change via the 2017 Active Transportation Program Augmentation, funded by the passage of SB1. PA&ED will require additional environmental studies, per Caltrans NEPA re	14032	10578	0	1235	0	9343	0	2557	8021
2324		3	4	Oakland	Oakland Safe Routes to School - Crossing to Safety	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/07/18		08/01/2018 10/01/2018	11/01/2019 11/01/2019	NP	04/20/2020 04/20/2020	04/01/2022 04/01/2022	- -		2245	1895	0	331	0	1564	0	2150	-255
2321		3	4	Pittsburg	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	UNCHANGED			- -	- -	- -	- -	- -	04/02/2018 12/31/2019		312	312	0	0	0	0	312	2484	-2172
2329		3	4	San Carlos	Route 101/Holly St. Pedestrian and Bicycle Overcrossing	UNCHANGED			02/23/2018 02/23/2018	04/24/2018 04/24/2018	04/25/2018 04/25/2018	09/20/2018 07/01/2019	02/19/2021 12/31/2020	- -	Contract award extension of 12 months approved by CTC on December 6, 2018 meeting.	22	4200	0	0	0	4200	0	1900	2300
2313		3	4	San Francisco Municipal Transportation Agency	Powell Street Safety Project	UNCHANGED			06/21/2018 01/31/2019	12/22/2019 12/22/2019	NP	07/01/2020 07/01/2020	08/27/2021 08/20/2021	- -		9889	4400	0	0	0	4400	0	0	4400
2328		3	4	San Francisco Municipal Transportation Agency	Vision Zero SF: Safer Intersections	UNCHANGED			11/30/2017 11/30/2017	- -	- -	- -	- -	04/02/2018 06/30/2019		2062	2002	0	0	0	0	2002	66	1936
2319		3	4	San Francisco Municipal Transportation Agency	Geneva Avenue Pedestrian and Bicycle Safety Improvement Project	UNCHANGED			08/10/2016 08/28/2018	12/31/2017 09/30/2019	12/31/2017 09/30/2019	NP	12/31/2019 06/30/2023	- -		2850	2350	0	0	0	2350	0	120	2230
2311		3	4	San Rafael	Francisco Boulevard East / Grand Avenue Bridge Pedestrian and Bicycle Connectivity	UNCHANGED			NP	12/22/2016 12/22/2016	06/26/2018 06/14/2019	09/03/2019 12/18/2019	11/25/2020 11/04/2020	- -	None	7358	4025	0	0	0	4025	0	4679	-654
2318		3	4	Sonoma-Marin Area Rail Transit District	SMART Pathway - Petaluma (Payran to Southpoint)	UNCHANGED			06/26/2018 06/26/2018	02/15/2018 10/01/2018	03/06/2018 10/29/2018	05/01/2018 06/01/2019	05/01/2019 06/01/2022	- -	R/W Certification occurred 3/6/18 and an updated R/W Certification was filed 10/29/18. E76 pending with Caltrans staff.Anticipate advertising in January and Awarding construction contract in April 2019. Actual construction will take place in Summer 201	2641	1461	0	0	0	1461	0	90	1371

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
16A2416B	2416B	3	4	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	UNCHANGED			12/30/2019 12/30/2019	12/30/2020 12/30/2020	01/04/2021 01/04/2021	04/01/2021 04/01/2021	08/30/2022 08/30/2022	06/01/2019 12/31/2019		6059	4847	72	780	0	3982	13	0	4847
2146A	2146B	3	4	Sunnyvale	Sunnyvale Safe Routes to School Improvements	UNCHANGED			07/31/2019 12/31/2019	10/31/2019 12/28/2020	- 01/04/2021	12/31/2021 10/27/2021	07/31/2023 07/21/2023	NP		1889	1889	56	318	0	1509	6	0	1889
2326		3	4	Town of Corte Madera	Central Marin Regional Pathways Gap Closure	UNCHANGED			02/27/2020 01/31/2019	10/28/2019 07/01/2020	10/28/2020 05/01/2020	07/01/2021 07/01/2021	10/01/2019 10/01/2021	07/01/2021 10/01/2021	R/W and Construction phases are not yet funded and therefore dates are estimates assuming funding is identified. No Construction-Non Infrastructure is in project scope.	2668	415	70	345	0	0	0	279	136
2314		3	4	Town of Woodside	Woodside Elementary School Student Pathway Project Phase III	UNCHANGED			08/30/2017 04/11/2018	11/29/2017 08/28/2018	10/31/2017 10/15/2018	06/10/2020 06/10/2019	09/08/2020 06/10/2019	- -		745	528	0	0	0	528	0	780	-252
2317		3	4	Vallejo	Bay Trail/Vine Trail Gap Closure	UNCHANGED			01/29/2020 01/29/2020	10/01/2020 10/01/2020	07/01/2019 07/01/2019	12/02/2020 12/02/2020	09/01/2023 09/01/2023	- -		5128	4216	0	0	0	4216	0	240	3976
2932		3	5	Buellton	SR2S Improvements at Intersection of Highway 246 and Sycamore Drive	UNCHANGED			02/01/2013 09/04/2013	06/20/2018 12/14/2018	09/29/2018 01/31/2019	01/15/2020 01/15/2020	12/20/2020 12/20/2020	- -		772	672	0	0	0	672	0	150	522
2805		3	5	Guadalupe	Guadalupe Street (Hwy 1) Pedestrian Improvements	UNCHANGED			10/01/2018 05/18/2018	12/31/2018 01/31/2019	12/31/2018 01/31/2019	03/01/2019 03/01/2019	09/29/2019 09/29/2019	- -		458	401	0	0	0	401	0	135	266
2811		3	5	Monterey County	Via Salinas Valley: An Active Transportation Education Program	UNCHANGED			- -	- -	- -	- -	- -	05/16/2018 12/31/2020		1094	964	0	0	0	0	964	0	964

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2817		3	5	Monterey County	Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project	UNCHANGED			09/15/2015 09/15/2015	07/20/2017 10/30/2019	03/19/2017 10/30/2019	08/30/2019 02/28/2020	04/01/2022 08/31/2022	- -		13427	7587	0	0	0	7587	0	110	7477
2810		3	5	Monterey County Resource Management Agency Department of Public Works	Las Lomas Drive Bicycle Lane and Pedestrian Project	UNCHANGED			02/28/2019 02/28/2019	10/31/2019 10/31/2019	06/26/2020 06/26/2020	09/01/2020 09/01/2020	08/31/2021 08/31/2021	- -		3168	2894	98	270	95	2431	0	1436	1458
2819		3	5	San Luis Obispo	SLO Regional Rideshare Safe Routes to School Learn-By-Doing	UNCHANGED			- -	- -	- -	- -	- -	07/01/2019 06/30/2022		379	319	0	0	0	0	319	399524	-399205
2816		3	5	San Luis Obispo County	Templeton - Atascadero Pathway	UNCHANGED			09/24/2016 01/31/2019	12/17/2017 12/31/2019	08/27/2020 08/27/2020	11/30/2020 11/30/2020	07/28/2021 07/28/2021	- -		5850	3288	0	0	120	3168	0	500	2788
2813		3	5	San Luis Obispo County	Oceano Elementary Safe Routes to School - Oceano, CA	UNCHANGED			02/28/2020 02/28/2020	10/22/2020 10/22/2020	06/20/2021 06/20/2021	02/02/2022 02/02/2022	08/08/2022 08/08/2022	- -		622	422	11	70	8	333	0	70	352
2933		3	5	Santa Barbara	Westside Bike Boulevard Gap Closure	UNCHANGED			06/10/2020 06/10/2020	06/11/2021 06/11/2021	04/07/2021 04/07/2021	01/03/2022 01/03/2022	04/03/2022 04/03/2022	- -		4482	4437	75	280	40	4042	0	495	3942
2601		3	5	Santa Barbara	Las Positas and Modoc Roads Class I Construction	UNCHANGED			03/16/2017 03/16/2017	08/01/2018 05/31/2019	03/01/2018 04/01/2019	04/05/2019 12/16/2019	11/27/2020 06/30/2021	- -	ATP Cycle 1 funds for PA&ED and PS&E phases only. ATP Cycle 3 Augmentation funds received for ROW Phase and were allocated at January 2018 CTC meeting. ATP Cycle 3 Augmentation funds for construction were approved at May 2018 CTC meeting. CON funds availa	15556	15556	0	0	500	15056	0	0	15556
2771		3	5	Santa Barbara	Eastside Green Lanes and Bike Boulevard Gap Closure	UNCHANGED			12/14/2019 12/14/2019	07/09/2021 07/09/2021	04/07/2021 04/07/2021	01/03/2022 01/03/2022	05/06/2022 05/06/2022	- -		2763	2736	73	207	18	2438	0	797	1939

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2747		3	5	Santa Barbara County Association of Governments	Rincon Multi-use Trail	UNCHANGED			05/04/2015 05/04/2015	03/25/2018 07/31/2019	03/20/2019 09/30/2019	09/01/2019 04/01/2020	06/27/2020 02/01/2021	- -	PA&ED progress shown for NEPA completion. CEQA completion in May 2015 as shown in target dates.	7494	6833	0	322	480	6031	0	0	6833
2835		3	5	Santa Cruz	Rail Trail Segment 8 and 9 Design and Environmental Review	UNCHANGED			02/21/2021 02/21/2021	05/27/2022 05/27/2022	05/27/2022 05/27/2022	09/01/2022 09/01/2022	02/22/2024 02/22/2024	09/02/2019 07/23/2021	Schedule above reflects what is in the final awarded grant application.	32934	3169	2600	400	0	0	169	226	2943
2814		3	5	Santa Cruz	San Lorenzo Riverwalk Lighting	UNCHANGED			02/27/2020 02/27/2020	04/26/2021 04/26/2021	05/31/2020 05/31/2020	09/01/2021 09/01/2021	11/29/2021 11/29/2021	- -	Schedule above reflects what is in the awarded grant application.	952	952	20	75	0	857	0	75	877
2818A	2818B	3	5	Watsonville	Lincoln Street Safety Improvements	UNCHANGED			01/01/2019 03/01/2019	11/12/2019 11/12/2019	11/12/2019 11/12/2019	01/15/2020 01/15/2020	03/15/2021 03/15/2021	06/30/2018 12/01/2020		661	633	33	62	0	438	100	1128	-495
6917		3	6	Arvin	Haven Drive Pedestrian and Bicycle Infrastructure Improvements	UNCHANGED			11/30/2019 11/30/2019	06/02/2020 06/02/2020	03/31/2020 03/31/2020	09/07/2020 09/07/2020	01/04/2021 01/04/2021	- -	No work occurred in 2018 due to City change of engineering consultant.	643	643	5	87	0	551	0	0	643
6905		3	6	Arvin	Franklin Street Pedestrian and Bicycle Infrastructure Improvements	UNCHANGED			11/30/2019 11/30/2019	06/02/2020 06/02/2020	03/31/2020 03/31/2020	08/30/2020 08/30/2020	11/30/2020 11/30/2020	- -	No work occurred in 2018 due to City change of engineering consultant.	350	350	5	45	0	300	0	315	35
6919		3	6	Bakersfield	Downtown Bakersfield Bicycle Connectivity Project	UNCHANGED			07/01/2018 -	01/02/2019 -	07/01/2016 -	02/03/2020 -	04/03/2020 -	- -		1110	1110	0	0	0	1110	0	632	478
6937		3	6	Bakersfield	Downtown Bakersfield Pedestrian Connectivity Project	UNCHANGED			10/29/2019 03/15/2018	06/04/2020 07/31/2018	07/01/2019 04/11/2018	09/09/2020 12/04/2018	01/06/2021 03/06/2019	- -	N/A	1032	825	0	0	0	825	0	0	825
6911		3	6	Coalinga	Coalinga Safe Routes to School Sidewalk Gap Closure and Pedestrian Improvements	UNCHANGED			11/29/2019 04/26/2018	09/28/2020 02/28/2019	12/01/2019 03/31/2019	12/30/2020 05/01/2020	08/27/2021 12/31/2020	- -		1284	1109	10	100	0	999	0	100	1009

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
008A6908B	6908B	3	6	Delano	Delano ATP3 SRTS Intersection Enhancement and Education Project	UNCHANGED			NP	11/29/2019 11/29/2019	NP	09/25/2020 09/25/2020	12/30/2020 12/30/2020	12/30/2020 12/31/2021		669	589	0	26	0	519	44	2010	-1421
6920		3	6	Farmersville	Farmersville Safe Routes to School East Walnut Avenue	UNCHANGED			03/31/2018 04/16/2018	07/01/2018 02/15/2019	09/01/2018 01/11/2019	10/08/2018 05/07/2019	06/01/2019 07/31/2019	- -		787	520	0	88	6	426	0	178	342
6946		3	6	Fowler	Golden State Boulevard Bike/Pedestrian Trail from Adams to Clayton	UNCHANGED			03/29/2020 03/29/2020	04/01/2020 04/01/2020	NP	09/21/2021 09/21/2021	05/29/2022 05/29/2022	- -		269	242	3	35	0	204	0	0	242
6915		3	6	Fresno	Intersection Improvements to Increase Active Transportation along Bus Rapid Transit	UNCHANGED			05/29/2020 02/01/2020	03/29/2021 01/01/2021	NP	05/31/2021 05/01/2021	08/27/2022 08/01/2021	- -	Nothing to report at this time.	1447	1152	44	104	0	1004	0	0	1152
6910		3	6	Fresno	Midtown Fresno School Area Multimodal Interconnectivity Project	UNCHANGED			05/29/2020 05/29/2020	03/29/2021 03/29/2021	06/13/2016 06/13/2016	09/01/2021 09/01/2021	08/22/2022 08/22/2022	- -		1401	1241	43	101	0	1097	0	960	281
6907		3	6	Fresno	Midtown Fresno Trail: McKinley Avenue Gap Closure	UNCHANGED			06/13/2016 06/25/2019	06/13/2016 02/25/2020	06/13/2016 04/07/2020	04/01/2020 07/31/2020	03/27/2021 03/05/2021	- -		3491	1556	0	0	0	1556	0	676	880
6913		3	6	Fresno	Midtown Fresno Trail: Shields Avenue "Last Mile" Gap Closure	UNCHANGED			06/13/2016 06/25/2019	06/13/2016 02/25/2020	06/13/2016 04/27/2020	04/01/2020 07/31/2020	03/27/2021 09/24/2020	- -		1409	611	0	0	0	611	0	0	611
6902		3	6	Fresno	Downtown Fresno Courthouse Park Interconnectivity Project	UNCHANGED			07/31/2018 06/22/2018	03/01/2019 08/01/2019	NP	06/01/2019 12/02/2019	03/01/2020 09/18/2020	- -	Nothing at this time.	915	809	28	66	0	715	0	3865	-3056
6947		3	6	Fresno County	Biola Community Sidewalk	UNCHANGED			02/27/2020 02/27/2020	04/24/2021 04/24/2021	12/11/2016 12/11/2016	06/24/2021 06/24/2021	06/20/2022 06/20/2022	- -		1369	1369	15	230	0	1124	0	1223	146

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
6916		3	6	Fresno PARCS	Fresno Pedestrian and Bike Safety Education Program	UNCHANGED			- -	- -	- -	- -	- -	02/01/2019 06/25/2020		265	250	0	0	0	0	250	19	231
2663		3	6	Kern County Road Department	Rosamond Boulevard Pedestrian Path Project	UNCHANGED			05/31/2019 05/31/2019	07/30/2020 07/30/2020	10/28/2020 10/28/2020	01/01/2021 01/01/2021	05/01/2021 05/01/2021	- -		997	880	44	79	156	601	0	0	880
6900		3	6	Kern County Road Department	Rexland Acres Community Sidewalk Project	UNCHANGED			10/01/2017 11/15/2017	05/01/2019 05/01/2019	05/01/2019 05/01/2019	12/16/2019 12/16/2019	12/01/2020 12/01/2020	- -		5769	0	0	0	0	0	0	475	-475
6903		3	6	Kern County Road Department	Virginia Street Pedestrian Path Project	UNCHANGED			12/17/2017 12/01/2018	08/15/2018 06/20/2019	08/15/2018 06/20/2019	02/15/2019 09/02/2019	09/01/2019 05/30/2020	- -		2456	0	0	0	0	0	0	500	-500
6936		3	6	McFarland	Kern Avenue Elementary Safe Routes to School Connectivity	UNCHANGED			09/01/2017 12/01/2018	10/01/2017 02/27/2019	NP	04/01/2019 11/30/2020	NP	- -		61	396	5	56	0	335	0	61	335
6945		3	6	Mendota	Mendota Junior High Safe Routes to School Project	UNCHANGED			10/31/2019 10/31/2019	05/30/2020 05/30/2020	01/01/2016 01/01/2016	08/01/2020 08/01/2020	10/30/2020 10/30/2020	- -	Project does not start until FY 19/20	158	158	1	28	0	129	0	0	158
6912		3	6	Parlier	Parlier Safe Rotes to School	UNCHANGED			07/31/2019 07/31/2019	02/27/2020 02/27/2020	02/01/2020 02/01/2020	06/01/2020 06/01/2020	08/30/2020 08/30/2020	- -		182	182	0	18	0	164	0	1899	-1717
6914		3	6	Sanger	Sanger Active Transportation Access	UNCHANGED			NP	12/26/2020 05/30/2019	08/31/2018 04/01/2019	03/02/2021 09/02/2019	04/06/2022 04/06/2020	- -		960	849	0	75	0	774	0	67	782
6921		3	6	Tulare County	Woodville Sidewalk Improvements along Road 168	UNCHANGED			NP	12/07/2018 01/07/2019	09/28/2018 10/01/2019	04/29/2019 04/29/2019	06/21/2019 06/21/2019	- -		857	832	0	75	0	757	0	245	587
6904		3	6	Tulare County	Allensworth Elementary Sidewalk Improvements	UNCHANGED			NP	05/08/2018 -	02/13/2018 -	08/29/2018 -	12/24/2018 02/28/2019	- -		296	260	0	0	0	260	0	595	-335

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
6901		3	6	Tulare County	Earlimart Sidewalk Improvements	UNCHANGED			04/20/2018 04/20/2018	08/16/2019 08/16/2019	05/17/2019 05/17/2019	12/09/2019 12/09/2019	03/27/2020 03/27/2020	- -		1930	1868	0	180	0	1688	0	2640	-772
6948		3	6	Visalia	Visalia Greenway Belt Trail Connection	UNCHANGED			06/30/2020 10/29/2013	12/31/2019 12/31/2019	06/30/2020 06/30/2020	01/31/2021 01/31/2021	04/01/2022 04/01/2022	- -		1140	1000	0	0	0	1000	0	0	1000
6938		3	6	Wasco	Palm Avenue Bike and Pedestrian Improvements, Wasco	UNCHANGED			07/01/2019 01/18/2019	06/28/2020 01/18/2019	07/01/2019 01/02/2019	09/01/2020 05/27/2019	02/22/2022 11/27/2020	- -	Project still in locally funded PS&E Phase. Not yet received E76	206	188	0	0	0	188	0	0	188
5453		3	7	Artesia	Norwalk Artesia Boulevards Safe Streets Project	UNCHANGED			NP	04/01/2018 02/15/2019	NP	07/09/2018 03/15/2019	06/30/2019 06/30/2019	- -		1987	1987	0	0	0	1987	0	250	1737
5458		3	7	Artesia	Mitigate Pedestrian and Bicycle Safety Deficiencies	UNCHANGED			NP	04/30/2020 03/15/2019	NP	07/01/2020 04/29/2019	10/29/2020 07/31/2019	- -		563	563	0	0	0	563	0	555	8
5529		3	7	Baldwin Park	Maine Avenue/Pacific Avenue Corridor Complete Streets Improvements, Phase II	UNCHANGED			11/21/2017 07/12/2019	03/28/2018 12/02/2019	07/27/2018 -	07/01/2019 01/17/2020	05/28/2020 06/30/2020	- -		1418	1418	30	167	0	1221	0	0	1418
5427A	5427B	3	7	Baldwin Park	Walnut Creek-San Gabriel River East Bank Greenway and Neighborhood Connections	UNCHANGED			01/31/2019 07/01/2019	07/02/2019 12/02/2020	07/02/2019 01/06/2020	06/06/2020 01/06/2020	04/29/2021 04/29/2021	NP	A NEPA document will be required to address federal guidelines for the current scope of the bikeway project.	2193	1355	0	0	0	573	782	1355	0
5456		3	7	Carson	Dominguez Channel Bicycle Path Extension from Avalon to 223rd / Wilmington	UNCHANGED			NP	NP	NP	06/30/2019 06/30/2019	12/01/2019 12/01/2019	- -		2225	2225	0	0	0	2225	0	0	2225

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5447		3	7	Commerce	City of Commerce Active Transportation and Safe Routes to Schools Plan	UNCHANGED			- -	- -	- -	- -	- -	07/01/2018 12/31/2019		245	245	0	0	0	0	245	525	-280
5326		3	7	Compton	Compton-Carson Regional Safe Bicycling and Wayfinding Project	UNCHANGED			NP	NP	NP	NP	NP	- -		1617	1617	0	0	0	1617	0	3692	-2075
5528		3	7	El Monte	City of El Monte - Mountain View School District Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	09/01/2019 08/21/2021		583	583	0	0	0	0	583	3760	-3177
5422		3	7	Glendale	Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II	UNCHANGED			12/22/2017 12/22/2017	05/22/2020 01/16/2021	NP	05/22/2020 03/21/2021	03/29/2021 -	- -		1301	1101	43	129	0	929	0	140	961
5452		3	7	Glendora	Glendora Urban Trail and Greenway Network	UNCHANGED			06/30/2019 06/30/2019	06/30/2020 06/30/2020	NP	10/30/2020 10/30/2020	10/30/2022 10/30/2022	- -	Currently working to complete PES form. Received CE under CEQA and working towards NEPA clearance. Working with required permitting entities to secure permits.	2244	1792	100	168	0	1524	0	210	1582
5328		3	7	Huntington Park	City of Huntington Park – Uncontrolled Crosswalk Safe Routes to School Pedestrian Safety Project	UNCHANGED			11/29/2019 11/29/2019	10/26/2020 10/26/2020	NP	03/29/2021 03/29/2021	03/22/2022 03/22/2022	- -	ATP Cycle III project is not programmed to receive funds until FY 2020 (beginning July 1, 2019). City of Huntington Park's allocation request is for advance of funding.	1054	1032	9	78	0	945	0	442	590
5325		3	7	Lancaster	2020 Safe Route To School Pedestrian Improvements	UNCHANGED			01/31/2019 01/31/2019	01/31/2019 01/31/2019	NP	06/12/2019 06/12/2019	02/14/2020 02/14/2020	- -	For CON Award Date, there's no council meeting on 5/14/19, so target award date was changed to 5/7/19. CTC Allocation date was changed from 1/30/19 to 3/13/19, so new CTC Allocation date is 3/13/19.	7443	5272	0	0	0	5272	0	87	5185
5527		3	7	Long Beach	Atherton Bridge and Campus Connections	UNCHANGED			05/31/2018 03/02/2020	11/24/2020 11/24/2020	11/24/2020 11/24/2020	08/25/2022 08/25/2022	NP	- -		3091	3031	0	221	0	2810	0	0	3031
5329A	5329B	3	7	Long Beach	Citywide "8-80" Connections	UNCHANGED			07/01/2019 01/31/2020	06/25/2020 06/25/2020	06/25/2020 06/25/2020	08/30/2020 10/28/2020	10/25/2021 10/25/2021	NP		7987	6754	0	0	0	6454	300	38	6716

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5437		3	7	Los Angeles County Department of Public Works	Marvin Braude Beach Trail Gap Closure	UNCHANGED			06/30/2019 06/30/2020	05/30/2019 12/30/2020	05/30/2019 05/30/2019	- 12/30/2021	06/30/2020 06/30/2022	- -	The California Coastal Commission permit acquisition is taking more time than anticipated, which is expected to delay the project from 6-12 months (depending on coastal commission workload).	2936	2936	200	900	0	1836	0	1305	1631
5438		3	7	Los Angeles County Department of Public Works	Temple Avenue Complete Street Improvements	UNCHANGED			09/30/2018 02/25/2019	05/30/2019 07/31/2019	05/30/2019 07/31/2019	- 12/31/2020	12/30/2019 08/31/2021	- -	Progress on the project has been delayed to accomodate soils investigation. Per geotechnical engineer recommendations, several locations will have to be repaired prior to ATP bike improvements. Roadway repairs paid by the County (1 to 1 1/2 years to compl	1847	1847	60	270	0	1517	0	992	855
5330		3	7	Los Angeles County Dept. of Public Works	Slauson Blue Line Station Intersection Improvements	UNCHANGED			05/01/2020 03/01/2019	03/30/2021 03/30/2021	04/27/2021 04/27/2021	NP	03/30/2022 03/30/2022	- -		1465	1465	60	200	0	1205	0	3053	-1588
5284		3	7	Los Angeles County Dept. of Public Works	Los Nietos Safe Routes to School - Phase II	UNCHANGED			04/26/2020 04/01/2019	03/28/2021 03/28/2021	04/27/2021 04/27/2021	11/01/2021 11/01/2021	06/30/2022 06/30/2022	- -		1552	1452	47	211	0	1194	0	2237	-785
5428A	5428B	3	7	Los Angeles County Dept. of Public Works	Puente Creek Bikeway	UNCHANGED			07/01/2018 03/31/2019	04/30/2019 10/31/2019	10/31/2018 12/31/2019	- 11/24/2020	08/24/2022 08/24/2022	09/01/2021 06/17/2024	PS&E allocation has been revised past the deadline due to a lengthy lead-time needed to organize a community meeting and a traffic study at one crossing.	3085	2960	0	400	0	2360	200	205	2755
5343		3	7	Los Angeles County Metropolitan Transportation Authority	Reconnecting Union Station to the Historic Cultural Communities of DTLA	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/18/18		10/24/2018 06/30/2018	09/02/2019 12/01/2019	NP	01/30/2020 01/30/2020	12/31/2022 12/31/2022	- -	The EIR was approved 3/1/2018. The change in CEQA schedule is due to an Addendum to the Final EIR, approved 7/26/2018. NEPA is ongoing. Metro has brought on a new team to complete archeological work, per Caltrans' request.	6276	5326	0	0	0	5326	0	2311	3015
5286		3	7	Los Angeles Department of Public Works (Bureau of Engineering)	DTLA Arts District Pedestrian and Cyclist Safety Project	UNCHANGED			NP	08/27/2020 03/31/2019	NP	NP	NP	- -		15000	14850	0	2550	0	12300	0	468	14382
5332		3	7	Los Angeles Department of Public Works (Bureau of Engineering)	Jefferson Boulevard Complete Street Project	UNCHANGED			02/01/2017 10/31/2018	04/01/2019 04/01/2019	04/01/2019 04/01/2019	12/31/2019 12/31/2019	07/01/2021 07/01/2021	- -		6336	5986	600	325	0	5061	0	2282	3704
5454		3	7	Montebello	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	UNCHANGED			09/08/2018 04/03/2018	01/04/2019 06/27/2018	11/15/2018 04/12/2018	12/01/2019 03/01/2019	09/12/2021 12/27/2021	- -	Local Agency to schedule a per-construction meeting with the contractor in the next coming month(s).	5776	4187	0	0	0	4187	0	396	3791

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5426		3	7	Norwalk	Alondra Active Transportation Improvement Project	UNCHANGED			10/01/2019 04/29/2019	05/15/2020 05/25/2020	10/01/2019 04/29/2019	02/15/2021 07/13/2020	04/15/2021 04/26/2021	- -		1123	1113	12	138	0	963	0	252	861
5532		3	7	Oxnard	City of Oxnard - Etting Road sidewalk and bike lane	UNCHANGED			07/01/2019 07/01/2019	08/26/2020 08/26/2020	08/26/2020 08/26/2020	11/26/2021 11/26/2021	NP	- -		1239	991	0	80	40	871	0	850	141
5423		3	7	Palmdale	City of Palmdale - Civic Center Complete Streets	UNCHANGED			08/24/2020 04/01/2019	06/29/2021 12/30/2020	09/01/2020 09/01/2020	08/20/2021 04/01/2021	06/28/2022 04/30/2022	- -	The project is currently in PAED phase.	2604	1700	66	212	0	1422	0	872	828
5333		3	7	Paramount	West Santa Ana Branch Bikeway Phase 2	UNCHANGED			NP	08/31/2018 03/31/2019	11/01/2018 03/31/2019	01/01/2019 09/30/2019	05/31/2019 05/30/2020	- -		4550	3423	0	345	0	3078	0	0	3423
5446		3	7	Pasadena	Pasadena-PUSD Safe Routes to School Education and Encouragement Program	UNCHANGED			- -	- -	- -	- -	- -	04/15/2019 02/15/2022	It is anticipated that these tasks can begin in the two months after the contract has been awarded in February 2019.	832	780	0	0	0	0	780	847	-67
5334		3	7	San Fernando	City of San Fernando Pacoima Wash BikePed Path, Phase 1	UNCHANGED			NP	- 07/01/2019	- 07/01/2019	- 10/15/2019	- 10/15/2022	- -		3543	973	0	0	0	973	0	167	806
5531		3	7	San Gabriel Valley Council of Governments	San Gabriel Valley Greenway Network Implementation Plan	UNCHANGED			- -	- -	- -	- -	- -	07/07/2019 10/23/2020		200	200	0	0	0	0	200	320	-120
5425		3	7	Santa Monica	Active Aging - Safe Routes for Seniors	UNCHANGED			- -	- -	- -	- -	- -	11/01/2019 04/01/2021		500	400	0	0	0	0	400	280	120

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5451		3	7	Santa Monica	Pico Boulevard and Santa Monica College Pedestrian Safety Improvements	UNCHANGED			04/01/2018 02/27/2018	11/01/2018 10/15/2020	12/01/2018 10/15/2020	03/01/2019 04/15/2021	03/01/2020 12/31/2021	- -	Given unknown grant award notification timeline and unexpected delays to project initiation, the City now anticipates completing PS&E and R/W by October 2020 and awarding CON by April 2021.	1178	943	25	88	0	830	0	2550	-1607
5336		3	7	Signal Hill	Spring Street Bicycle Lane Gap Closure Project, Signal Hill	UNCHANGED			01/30/2020 01/30/2020	12/28/2020 12/28/2020	01/30/2020 01/30/2020	08/23/2021 08/23/2021	01/10/2022 01/10/2022	- -		2599	2079	44	332	0	1703	0	893	1186
5337		3	7	South Gate	Garfield Avenue Complete Streets Corridor	UNCHANGED			09/01/2019 03/01/2020	05/01/2020 12/26/2020	03/03/2021 05/02/2021	NP	NP	- -		826	660	32	84	8	536	0	2552	-1892
5461		3	7	Southern California Association of Governments	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2	UNCHANGED			- -	- -	- -	- -	- -	06/30/2019 06/30/2022	CEQA was completed on 03/05/18.Allocation will be requested by 06/30/19.Contract Award will be completed by 12/31/19.	403	320	0	0	0	0	320	0	320
5295		3	7	Southern California Association of Governments (SCAG)	SCAG 2017 Active Transportation Safety and Encouragement Campaign	UNCHANGED			- -	- -	- -	- -	- -	01/26/2018 10/30/2020	The original target dates are based on the allocation request letter. CEQA/NEPA were completed on 4/6/17 and 7/20/17, respectively. The funds were allocated on 10/19/17.E-76 was issued on 01/26/18.	2686	1784	0	0	0	0	1784	80	1704
5335		3	7	Southern California Association of Governments (SCAG)	Southern California Disadvantaged Communities Planning Initiative	UNCHANGED			- -	- -	- -	- -	- -	03/31/2019 03/31/2021	Original Target Completion Dates are based on Ex 22R. CEQA was completed on 03/05/18.Allocation was approved on 05/16/18.Contract Award was extended to 02/28/19.	1350	1150	0	0	0	0	1150	0	1150
5462		3	7	Southern California Association of Governments (SCAG)	SCAG 2017 Active Transportation Local Planning Initiative	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	06/28/18		- -	- -	- -	- -	- -	02/28/2019 06/30/2020	Original Target Completion Dates are based on the allocation request letter. CEQA was completed on 03/05/18. Allocation was approved on 06/28/18.Contract Award was extended to 02/28/19.	1579	1289	0	0	0	0	1289	80	1209
5445		3	7	Thousand Oaks	Conejo School Road and Willow Lane Safe Routes to School Sidewalk Improvements	UNCHANGED			09/30/2018 10/31/2018	11/30/2018 05/31/2019	11/30/2018 06/01/2019	07/31/2019 06/01/2020	05/22/2020 11/30/2020	- -	Schedule delays to complete PA&ED, PS&E, and R/W phase will also require additional time before the start of CON phase.	3924	775	0	0	0	775	0	100	675
5459		3	7	Ventura	Harmon Barranca Corridor Gap Closure for Montalvo and Portola Elementary School	UNCHANGED			10/31/2019 10/31/2019	06/30/2020 06/30/2020	06/30/2020 06/30/2020	10/31/2020 10/31/2020	05/30/2021 05/30/2021	- -		507	501	19	50	0	432	0	280	221

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5349		3	7	Ventura	Montalvo Safe Routes to School Cypress Point Gap Closure and Complete Streets Project	UNCHANGED			06/30/2019 04/30/2019	06/30/2019 06/30/2020	06/30/2019 04/30/2019	11/01/2019 06/30/2020	10/31/2020 10/31/2020	- -		1560	1380	88	155	0	1137	0	358	1022
5460		3	7	Ventura County	Potrero Road Bike Lanes - Phase I	UNCHANGED			07/26/2017 03/15/2019	07/21/2018 05/01/2019	07/26/2018 04/30/2019	04/08/2020 05/15/2020	NP	- -		2530	467	0	0	0	467	0	871	-404
5530		3	7	Vernon	Pacific Boulevard/Vernon Avenue Complete Streets Pedestrian and Bike Project	UNCHANGED			11/29/2019 11/29/2019	10/26/2020 10/26/2020	NP	03/27/2021 03/27/2021	03/22/2022 03/22/2022	- -	Project is programmed to commence on Fiscal Year 19/20	1931	1892	16	113	0	1763	0	1000	892
1209		3	8	Big Bear Lake	Alpine Pedal Path Rathbun Creek Extension (RCE) - Big Bear Lake	UNCHANGED			03/04/2019 05/31/2019	03/04/2019 05/31/2019	03/04/2019 05/31/2019	08/28/2019 08/28/2019	10/24/2019 10/24/2019	- -		986	788	0	0	0	788	0	200	588
1210		3	8	Desert Hot Springs	Palm Drive Bicycle and Pedestrian Improvement Project	UNCHANGED			12/29/2017 12/29/2017	06/30/2018 06/30/2018	10/01/2018 01/01/2019	06/28/2019 -	NP	- -	Schedule is tentative on Caltrans Local Assistance review time of ROW Certification and CE Clearance	965	772	0	0	0	772	0	74	698
1211A	1211B	3	8	Fontana	Fontana Safe Routes to Schools Pedestrian Improvements	UNCHANGED			04/15/2018 01/15/2019	09/01/2018 01/15/2019	09/01/2018 01/15/2019	02/01/2019 02/01/2019	07/15/2019 07/15/2019	NP		1918	1918	10	157	191	1556	4	57	1861
1212A	1212B	3	8	Hemet	Hemet Valley Bikeway Connect	UNCHANGED			07/01/2019 09/01/2019	NP	NP	06/30/2021 06/30/2021	06/20/2023 06/20/2023	09/19/2022 06/16/2023		2288	2288	200	0	0	1990	98	377	1911
1227		3	8	Highland	City Creek/Alabama Street Bikeways	UNCHANGED			04/21/2019 06/30/2020	06/21/2021 06/30/2020	05/03/2021 03/31/2021	08/29/2021 10/31/2020	11/25/2022 10/31/2021	- -		4031	3171	0	0	817	2354	0	335	2836
1213A	1213B	3	8	Indio	Herbert Hoover Elementary Pedestrian Improvements	UNCHANGED			02/25/2019 04/15/2019	01/20/2020 01/20/2020	03/10/2020 03/10/2020	11/18/2020 11/18/2020	08/15/2021 08/15/2021	11/18/2020 08/15/2021	PA&ED has been delayed slightly due to expanded consultant selection procedures and negotiations.	2983	2983	100	240	0	2638	5	88	2895

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1228		3	8	Jurupa Valley	Pacific Avenue Safe Route to School and Road Diet Project	UNCHANGED			11/05/2018 02/01/2019	10/30/2020 10/30/2020	10/06/2019 10/06/2019	06/07/2021 06/07/2021	02/24/2022 02/24/2022	- -	No allocations have been applied for at this time	2638	607	0	154	0	453	0	97	510
1214		3	8	La Quinta	La Quinta Village Complete Streets - A Road Diet	UNCHANGED			12/06/2017 09/18/2017	02/20/2019 01/15/2019	02/12/2019 01/15/2019	08/27/2019 08/27/2019	06/04/2021 06/04/2021	- -		9533	7313	0	0	0	7313	0	65	7248
1215		3	8	Moreno Valley	Juan Bautista De Anza Trail Gap Closure	UNCHANGED			06/30/2018 08/24/2018	01/28/2019 05/30/2019	08/30/2018 05/30/2019	12/10/2019 12/10/2019	06/30/2020 06/30/2020	- -		3149	2849	90	160	25	2574	0	120	2729
1216		3	8	Ontario	Sultana Elementary and De Anza Middle School Pedestrian Improvements	UNCHANGED			06/01/2017 07/21/2017	10/01/2019 08/01/2019	10/01/2019 05/01/2019	12/09/2019 01/06/2020	06/08/2020 07/08/2020	- -		1506	1278	0	136	42	1100	0	4900	-3622
1217		3	8	Perris	Perris Valley Storm Drain Channel Trail - Phase 2	UNCHANGED			10/31/2018 05/24/2019	08/20/2019 10/28/2019	04/20/2019 11/01/2019	12/16/2019 04/27/2020	12/16/2020 04/27/2021	- -	NEPA PES approved on Nov. 13, 2018. The following studies and reports are currently underway by the City of Perris Env. Consultant:Water Quality Assessment Report (WQAR)Location Hydraulic Study (LHS)Summary Floodplain Encroachment Report (SFER)Natura	3204	3004	237	287	237	2243	0	1784	1220
1229		3	8	Redlands	East Valley Corridor Bike Route Interconnect Project	UNCHANGED			06/28/2018 03/15/2019	05/29/2019 05/29/2019	05/29/2019 05/28/2019	08/31/2019 08/31/2019	05/27/2020 05/27/2020	- -		2640	2063	0	0	0	2063	0	810	1253
1235		3	8	Rialto	Cactus Avenue Multi-Use Path	UNCHANGED			01/08/2018 04/30/2019	04/01/2018 06/28/2019	NP	- 08/16/2019	- 02/28/2020	- -		500	1260	0	0	0	1260	0	350	910
1222		3	8	Riverside	La Sierra Neighborhood Sidewalk Improvements	UNCHANGED			11/30/2019 -	03/20/2020 -	03/30/2020 -	10/26/2020 -	04/30/2021 -	- -		1215	999	0	0	0	999	0	796	203

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1219		3	8	Riverside County Department of Public Health	Riverside County Safe Routes to School Program	UNCHANGED			- -	- -	- -	- -	- -	08/16/2018 06/30/2021		868	849	0	0	0	0	849	47	802
1218		3	8	Riverside County Dept. of Public Health (Injury Prevention Services)	Riverside County Safe Routes to Schools Program, Lake Elsinore	UNCHANGED			- -	- -	- -	- -	- -	08/16/2018 06/30/2021	N/A	505	500	0	0	0	0	500	200	300
1221		3	8	Riverside County Transportation Department	Clark Street Safe Routes to School Sidewalk and Intersection Safety Improvements	UNCHANGED			03/10/2016 03/10/2016	02/01/2018 04/20/2019	06/30/2018 03/31/2019	02/04/2019 10/31/2019	12/30/2019 05/31/2020	- -	The cycle 1 project, providing for PA&ED, PS&E and R/W, slipped due to changes in ownership of one property with a planned acquisition. PS&E is slipping due to an environmental permitting agency's recent requirement for a spring (2019) field study. With	2945	684	0	0	0	684	0	872	-188
1220		3	8	Riverside County Transportation Department	Cabazon Safe Routes to School Sidewalk Safety Improvements	UNCHANGED			02/12/2018 02/23/2018	02/04/2019 05/30/2019	02/04/2019 08/01/2019	09/16/2019 03/01/2020	06/28/2020 09/30/2020	- -		1120	1070	0	122	160	788	0	315	755
1236		3	8	San Bernardino County	Sunburst Avenue Class II Bike Lanes, Joshua Tree	UNCHANGED			08/01/2019 08/01/2019	10/01/2020 10/01/2020	09/01/2020 09/01/2020	11/01/2021 11/01/2021	NP	- -		1118	1118	15	161	0	942	0	60	1058
1223		3	8	Temecula	Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect	UNCHANGED			04/01/2018 05/31/2019	09/01/2018 05/31/2019	08/01/2018 05/31/2019	11/01/2018 11/01/2019	06/01/2019 06/01/2020	- -		4761	3759	189	0	0	3570	0	0	3759
1207		3	8	Town of Apple Valley	Apple Valley South - Safe Routes to School	UNCHANGED			NP	10/10/2018 01/31/2019	NP	05/01/2019 06/03/2019	09/02/2019 09/02/2019	- -		3470	3470	0	333	0	3137	0	193	3277
1224		3	8	Town of Yucca Valley	Onaga Trail Pedestrian Improvements	UNCHANGED			11/30/2019 11/30/2019	04/29/2021 04/29/2021	11/30/2019 11/30/2019	NP	09/28/2021 09/28/2021	- -		971	776	4	48	0	724	0	8600	-7824

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1225		3	8	Town of Yucca Valley	Little League Drive Pedestrian Improvements	UNCHANGED			11/30/2019 11/30/2019	04/29/2020 04/29/2020	11/30/2019 11/30/2019	NP	09/28/2021 09/28/2021	- -		779	622	4	64	0	554	0	1644	-1022
1237		3	8	Victorville	Arrowhead Drive/Seventh Avenue Complete Streets	UNCHANGED			10/18/2018 02/05/2019	12/20/2018 02/05/2019	01/14/2019 02/05/2019	06/03/2019 10/07/2019	11/05/2019 05/29/2020	- -	An FPN was requested and pending. A NOI was prepared and public review period ended December 31st, 2018. City approval of MND is scheduled to occur February 2019. Allocation is scheduled to occur in Spring 2019 (May 16, 2019) so that project is obliga	3808	1329	0	0	0	1329	0	0	1329
1234		3	8	Yucaipa	Safe Routes to Dunlap Elementary School	UNCHANGED			08/30/2018 10/31/2018	10/03/2018 04/30/2019	12/28/2019 12/28/2019	04/05/2021 04/05/2021	01/29/2022 01/29/2022	- -		532	402	0	0	0	402	0	154	248
2650		3	9	Kern County Road Department	Boron/Desert Lake Pedestrian Path	UNCHANGED			08/01/2018 11/15/2017	05/01/2019 05/01/2019	05/01/2019 05/01/2019	12/16/2019 12/16/2019	06/03/2020 06/03/2020	- -		2319	1971	0	268	193	1510	0	0	1971
6939		3	9	Tehachapi	Cherry Lane Southside Sidewalk Project	UNCHANGED			09/30/2018 10/08/2018	09/30/2018 02/01/2019	NP	03/05/2019 05/06/2019	08/30/2019 10/30/2019	- -		512	462	0	0	0	462	0	1160	-698
3280		3	10	Angels Camp	Route 49 Sidewalk Infill and Bike Lanes, Angels Camp	UNCHANGED			02/01/2018 01/31/2019	12/01/2018 02/28/2019	10/01/2018 03/29/2019	04/01/2019 08/12/2019	11/01/2019 02/29/2020	- -		2410	1985	0	0	165	1820	0	639	1346
3262		3	10	Ceres	Ceres-Citywide Active Transportation Plan	UNCHANGED			- -	- -	- -	- -	- -	10/07/2019 06/28/2021		131	104	0	0	0	0	104	0	104
3291		3	10	Ceres	Safe Routes to School Morgan Road Corridor Improvement	UNCHANGED			NP	12/30/2020 12/30/2020	03/31/2020 03/31/2020	03/02/2021 03/02/2021	07/06/2021 07/06/2021	- -		979	745	0	71	0	674	0	0	745
3267		3	10	Lodi	Citywide Bicycle Facilities Detection Improvement Project	UNCHANGED			NP	04/01/2019 04/01/2019	07/01/2019 07/01/2019	08/05/2019 08/05/2019	11/29/2019 11/29/2019	- -		505	447	0	0	0	447	0	1025	-578

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
3282A	3282B	3	10	Merced County Public Works	Plainsburg Road Complete Street Upgrade	UNCHANGED			07/01/2019 06/30/2020	08/26/2020 06/30/2021	08/26/2020 06/30/2021	12/01/2021 12/01/2021	10/31/2022 06/30/2022	12/01/2021 06/30/2022		1688	1671	76	200	0	1351	44	2027	-356
3284A	3284B	3	10	Merced County Public Works	Delhi Community Pedestrian and Bike Connectivity Project	UNCHANGED			12/31/2019 12/31/2019	06/30/2020 06/30/2020	06/30/2020 06/30/2020	06/01/2021 06/01/2021	12/31/2021 12/31/2021	09/01/2021 03/01/2022	Project is currently in the PA-ED stage. PS&E is currently at 10% working towards the 30%.	1531	1531	88	178	0	1221	44	113	1418
3263		3	10	Modesto	Paradise Road Area Pedestrian and Bicycle Safety Improvements	UNCHANGED			NP	05/26/2020 05/26/2020	08/24/2020 08/24/2020	04/01/2021 04/01/2021	12/01/2022 12/01/2022	- -		3943	3943	0	388	0	3555	0	1573	2370
3279		3	10	Patterson	Ninth Street Improvements	UNCHANGED			06/07/2018 06/05/2018	12/17/2018 01/22/2018	10/31/2018 10/31/2018	06/04/2019 06/04/2019	02/28/2020 02/28/2020	- -		907	907	75	68	0	764	0	0	907
3290		3	10	San Joaquin County	San Joaquin County - Elmwood Elementary School Access Improvements	UNCHANGED			NP	NP	NP	08/06/2018 08/13/2018	10/25/2018 10/30/2018	- -		1353	1137	0	0	0	1137	0	0	1137
3269		3	10	San Joaquin Regional Transit District	RTD's Bike and Bus Transportation Project	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/31/17		NP	NP	NP	09/01/2018 09/01/2018	02/28/2019 02/28/2019	- -	The bicycle carrying infrastructure has not been purchased or installed in this reporting period. Due to changes in the bus fleet and construction of solar energy infrastructure, RTD has submitted a project scope change to Caltrans on December 20, 2018. R	272	198	0	0	0	198	0	25	173
3283		3	10	Sonora	Red Church Pedestrian and Circulation Improvement	UNCHANGED			10/30/2017 10/30/2017	04/01/2019 04/01/2019	12/01/2018 03/01/2019	09/06/2019 09/06/2019	09/26/2020 09/26/2020	- -		730	722	0	67	9	646	0	110000	-109278
3271		3	10	StanCOG	StanCOG Regional Bicyclist and Pedestrian Safety and Education Campaign	UNCHANGED			- -	- -	- -	- -	- -	09/01/2019 08/26/2020		372	372	0	0	0	0	372	680	-308
3266		3	10	Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	UNCHANGED			NP	09/11/2019 09/11/2019	07/16/2018 05/07/2019	08/10/2020 08/10/2020	01/22/2021 01/22/2021	- -		3868	317	0	0	0	317	0	258	59

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
3264		3	10	Stockton	Closing Gaps to Schools	UNCHANGED			02/28/2020 08/01/2019	10/27/2020 08/01/2019	- -	05/01/2020 08/03/2020	05/03/2021 08/02/2021	- -		2621	287	57	230	0	0	0	280	7
3289		3	10	Stockton	Active Safe Routes to Schools	UNCHANGED			-	-	-	-	-	07/01/2019 06/30/2022	The Request for Allocation of Funds is scheduled for the January 2019 CTC meeting.	359	359	0	0	0	0	359	500	-141
3265		3	10	Stockton	Miner Avenue Complete Streets	UNCHANGED			10/01/2016 02/23/2017	03/01/2018 04/04/2019	03/01/2018 06/01/2019	09/03/2019 12/16/2019	09/15/2020 05/28/2021	- -	Due to CTC allocation, construction schedule was modified. R/W being coordinated with utilities, anticipated completion summer 2019.	5347	4486	0	670	0	3816	0	595	3891
3268		3	10	Tracy	Lowell Avenue Sidewalk Construction Project	UNCHANGED			05/01/2018 04/26/2018	10/25/2018 08/30/2018	06/30/2017 04/25/2018	06/15/2019 02/01/2019	10/15/2019 05/31/2019	- -	The Contractor's construction schedule will be presented at the pre-Construction meeting, which is scheduled to be held on January 9, 2019.	328	232	0	0	0	232	0	133	99
3270		3	10	Turlock	Safe Routes to School ADA Pedestrian Improvements, Various Locations	UNCHANGED			07/01/2019 02/01/2018	06/15/2020 03/22/2018	NP	01/15/2021 04/01/2019	01/15/2022 04/01/2020	06/30/2019 06/30/2020		1760	1521	125	124	0	1272	0	0	1521
3272A	3272B	3	10	Waterford	City of Waterford SRTS Crosswalks Safety Project	UNCHANGED			02/25/2020 02/25/2020	10/24/2020 10/24/2020	NP	12/28/2020 12/28/2020	06/26/2021 06/26/2021	08/31/2020 02/26/2021		137	108	7	9	0	80	12	0	108
1297		3	11	Chula Vista	Class 2 Bike Lanes on Broadway in Chula Vista, CA	UNCHANGED			NP	06/01/2018 10/17/2018	08/28/2018 08/28/2018	11/26/2018 04/08/2019	05/24/2019 08/23/2019	- -	The project was originally advertised on July 20, 2018 and re-advertised on August 17, 2018. Several addendums were issued and on November 14, 2018 the City received two bids.The City is preparing to award the construction project on March 12, 2019. This	1604	851	0	104	0	747	0	6478	-5627
1317A	1317B	3	11	Chula Vista	Chula Vista Rides to School!	UNCHANGED			06/30/2018 06/30/2018	06/30/2018 06/30/2018	05/29/2018 05/29/2018	12/05/2018 02/01/2019	06/30/2019 06/30/2019	08/16/2018 06/30/2019		202	202	1	1	0	20	180	0	202
1298		3	11	El Cajon	Cajon Valley Union School District Safe Routes to School Plan (Phase 2)	UNCHANGED			12/06/2017 12/06/2017	- -	- -	- -	- -	02/01/2019 12/31/2020		500	500	0	0	0	0	500	1438	-938

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1299A	1299B	3	11	Encinitas	Santa Fe Drive Corridor Bike and Pedestrian Improvements	UNCHANGED			06/30/2019 06/30/2019	04/30/2020 04/30/2020	02/28/2020 02/28/2020	10/31/2020 10/31/2020	06/30/2021 06/30/2021	10/31/2020 06/30/2021		1182	996	41	148	25	742	40	450	546
1291A	1291B	3	11	Escondido	Juniper Elementary Bike/Pedestrian Improvements and Safe Routes to School Outreach	UNCHANGED			09/28/2018 02/28/2019	06/28/2019 12/31/2019	NP	09/03/2019 02/03/2020	01/31/2020 06/30/2020	12/31/2019 02/03/2019		1336	1336	86	93	0	1107	50	189	1147
1292		3	11	Escondido	Escondido Creek Trail Path Improvements Project	UNCHANGED			09/28/2018 02/28/2019	06/28/2018 11/28/2018	NP	09/03/2019 02/03/2020	01/31/2020 06/30/2020	- -		1632	1632	90	200	0	1342	0	1565	67
1296A	1296B	3	11	Imperial Beach	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	07/24/18		12/13/2017 12/13/2017	07/01/2018 10/31/2018	07/01/2018 10/12/2018	07/01/2018 01/16/2019	03/01/2019 09/16/2019	08/01/2018 02/29/2020		3270	2570	0	303	9	2193	65	0	2570
1295		3	11	Imperial County	Aten Road Class I Bicycle Path Improvements, County of Imperial	UNCHANGED			09/02/2019 09/02/2019	11/06/2020 11/06/2020	10/04/2020 10/04/2020	11/01/2021 11/01/2021	02/27/2022 02/27/2022	- -		442	285	16	40	0	229	0	500	-215
1327		3	11	Imperial County	Sidewalk Improvements on Rio Vista Street in Seeley California	UNCHANGED			12/28/2018 06/30/2019	03/30/2019 06/30/2019	03/30/2019 06/30/2019	07/15/2019 10/21/2019	09/30/2019 01/03/2020	01/03/2020 05/31/2020	The RFP for PS&E was released on October 8, 2018. On November 8, 2018 only two proposals were received. The project was re-released for advertising on November 16, 2018. On December 20, 2018 a total of 2 proposals were received again (same two proposals)	1584	369	0	193	35	141	0	849	-480
1294		3	11	Imperial County Office of Education SCAG	Project Ride, Walk, Learn	UNCHANGED			- -	- -	- -	- -	- -	08/30/2019 08/19/2021	Original Target Completion Dates are tentative dates. CEQA is pending. Allocation will be done in FY19-20. Contract Award will be done in FY19-20.	224	224	0	0	0	0	224	0	224
1140		3	11	National City	El Toyon - Las Palmas Regional Bicycle Boulevard	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	05/18/17		NP	NP	NP	12/16/2019 12/16/2019	11/23/2020 11/23/2020	- -		1544	1544	0	0	0	1544	0	486	1058

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
1155		3	11	National City	National City Safe Routes to School Pedestrian Enhancements	UNCHANGED			NP	NP	NP	12/02/2019 12/02/2019	12/31/2020 12/31/2020	- -	The project design is currently progressing from 30% to 60% plans. The project is on schedule to be authorized in FY 20.	1678	1678	0	0	0	1678	0	1305	373
1284		3	11	National City	Euclid Avenue Bicycle and Pedestrian Enhancements	UNCHANGED			06/02/2016 06/02/2016	01/01/2018 05/01/2017	07/02/2018 10/04/2018	08/02/2018 07/08/2019	01/01/2020 11/01/2020	- -		3335	3335	0	0	0	3335	0	0	3335
1328		3	11	San Diego Association of Governments	Inland Rail Trail-City of Vista Segment	UNCHANGED			08/25/2013 03/16/2016	08/11/2017 12/31/2019	08/11/2017 06/30/2019	12/30/2021 12/30/2022	NP	- -	NEPA and CEQA were approved in 2013, but amendments to NEPA completed 1/11/16; CEQA completed 3/16/16. PSE Task Order for final design is currently routing for approval. RW has been acquired, but certification has not. CON begin dates reflect 3-4 months	11083	5603	0	500	0	5103	0	0	5603
1288		3	11	San Diego Association of Governments	Imperial Avenue Bikeway	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM			10/28/2017 02/28/2019	10/23/2018 01/31/2020	06/20/2019 01/31/2020	09/30/2019 08/31/2020	03/24/2021 02/28/2022	- -	While some Non-ATP funded schedule milestones have shifted, ATP CON Allocation is still anticipated to be in the same Fiscal Year (FY 2020).	12168	4450	0	0	0	4450	0	0	4450
1324		3	11	San Diego County	Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes	UNCHANGED			06/30/2018 10/15/2018	10/22/2020 07/01/2019	06/18/2021 02/03/2020	02/28/2022 02/22/2021	07/29/2022 07/30/2021	- -		1716	1160	100	180	125	755	0	0	1160
1273A	1273B	3	12	Buena Park	Buena Park School District Safe Routes to School Improvements	UNCHANGED			04/06/2020 06/30/2019	12/18/2020 11/30/2019	01/30/2021 06/30/2019	04/05/2021 12/20/2019	08/03/2021 03/30/2019	12/17/2018 06/30/2019		1644	1644	50	75	0	1428	91	79	1565
1271C		3	12	Buena Park	Go Human Event: Explore Beach Boulevard	UNCHANGED			- -	- -	- -	- -	- -	- 12/31/2019		200	200	0	0	0	0	200	851	-651
2191		3	12	Fountain Valley	Fountain Valley Pedestrian Pathway Improvement within School Zones	UNCHANGED			NP	08/31/2019 08/31/2019	08/31/2019 08/31/2019	11/01/2019 11/01/2019	11/01/2020 11/01/2020	- -		296	226	0	0	0	226	0	107	119
2193		3	12	La Habra	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	UNCHANGED			- -	- -	02/28/2019 03/31/2019	- -	- -	- -		975	863	0	0	863	0	0	307	556

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided

INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON/NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
2187		3	12	Orange County	Hazard Avenue Bikeway Project	UNCHANGED			01/07/2019 01/31/2019	01/28/2019 02/28/2019	01/28/2019 02/28/2019	06/24/2019 06/25/2019	06/30/2020 09/30/2020	- -		4086	3566	0	0	0	3566	0	41	3525
2192		3	12	Orange County	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	UNCHANGED			06/27/2019 06/27/2019	08/27/2020 08/27/2020	08/28/2020 08/28/2020	08/23/2021 08/23/2021	02/13/2023 02/13/2023	- -		39307	1415	0	1415	0	0	0	851	564
2190		3	12	Santa Ana	Safe Routes to School Davis Elementary ADA Compliance	UNCHANGED			12/28/2018 09/23/2019	12/31/2019 12/31/2019	NP	08/31/2020 08/31/2020	08/31/2022 08/31/2023	- -		5754	5754	20	900	0	4834	0	202	5552
2189		3	12	Santa Ana	City of Santa Ana - West Willits Street Protected Bicycle Lanes	UNCHANGED			12/28/2018 06/28/2019	12/31/2019 12/31/2019	NP	03/31/2020 08/31/2020	12/30/2022 12/29/2023	- -		2970	2970	30	465	0	2475	0	120	2850
2188		3	12	Santa Ana	City of Santa Ana - First Street Pedestrian Improvements	UNCHANGED			12/28/2018 06/28/2019	12/31/2019 12/31/2019	NP	08/31/2020 08/31/2020	08/31/2022 08/31/2023	- -		4572	4572	10	530	0	4032	0	1438	3134
2180		3	12	Seal Beach	Lampson Avenue Bike Lane Gap closure Project 2016	UNCHANGED			07/31/2018 05/17/2018	NP	NP	NP	NP	- -		645	637	27	105	0	505	0	56	581
		3	50	California Department of Transportation	Active Transportation Resource Center (ATRC)	UNCHANGED			- -	- -	- -	- -	- -	05/29/2019 05/29/2023	The FY 19/20 funds are planned to be allocated via an advancement at the March 2019 CTC meeting (with a 12 month additional time request). This is due to needing the funds to put toward contract that will start this year.	5058	5058	0	0	0	0	5058	932	4126
		3		California Conservation Corps (CCC)	17/18 and 18/19 SB1 CCC projects	UNCHANGED			- -	- -	- -	- -	- -	- -	CON Begin and End dates vary by specific project	0	0	0	0	0	0	0	591	-591
2316		3-Mar	4	Suisun City	McCoy Creek Trail	UNCHANGED			03/29/2019 03/29/2019	03/29/2020 03/31/2020	01/29/2019 03/29/2019	10/05/2020 10/05/2020	08/31/2021 08/31/2021	- -		4137	4137	0	650	0	3487	0	5432	-1295

ATTACHMENT A - ATP PROJECT PROGRESS REPORT DATA

NP = Not Provided																								
INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	NON-INFRASTRUCTURE PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	AGENCY	PROJECT TITLE	CURRENT SCOPE STATUS	SCOPE CHANGE APPROVAL DATE	CHANGE IN BENEFITS	ENVIRONMENTAL PHASE COMPLETION DATE	DESIGN PHASE COMPLETION DATE	RIGHT OF WAY PHASE COMPLETION DATE	CONSTRUCTION PHASE BEGIN DATE	CONSTRUCTION PHASE COMPLETION DATE	CONSTRUCTION NON-INFRASTRUCTURE COMPLETION DATE	SUMMARY OF SCHEDULE CHANGES	TOTAL PROJECT COST (x 1,000)	ATP AWARD (x 1,000)	PC ATP Prog Fund PAED	PC ATP Prog Fund PSE	PC ATP Prog Fund RW	PC ATP Prog Fund CON	PC ATP Prog Fund CON+NI	ATP Allocated	ATP Unallocated
									Top Dates - original application target date Bottom Dates - current target date															
5345		3-Mar	7	Pasadena	Union Street Cycle Track	UNCHANGED			NP	- 03/31/2020	- 05/01/2019	- 03/31/2021	- 12/31/2021	- -		5619	5619	0	0	0	5619	0	0	5619
1223		3G	3	South Lake Tahoe	Sierra Boulevard Bicycle and Pedestrian Trail Project	UNCHANGED			06/15/2018 -	06/30/2018 -	NP	05/01/2019 05/01/2019	10/31/2019 10/31/2019	- -		6895	2900	0	0	0	2900	0	643	2257
5383A	5383B	3G	7	Los Angeles County Metropolitan Transportation Authority	Metro Bike Share USC/South LA/Expo Line Communities Expansion	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	11/08/18		07/01/2016 04/22/2018	08/17/2016 05/01/2019	09/21/2016 04/16/2018	09/01/2019 09/01/2019	08/26/2020 12/01/2019	09/01/2019 08/26/2020		2546	2546	0	0	0	2287	259	1042	1504
5384A	5384B	3G	7	San Gabriel Valley Council of Governments	Bike Share Expansion into the San Gabriel Valley	REPORT INDICATED CHANGE/CALTRANS TO CONFIRM	06/06/18		NP	09/28/2018 09/28/2018	05/29/2018 05/29/2018	12/17/2018 04/01/2019	03/01/2019 06/17/2019	NP		5169	4554	0	0	0	4281	273	877	3677

ATTACHMENT B - ATP PROJECT WATCH LIST

PROJECT PROGRAMMING NUMBER	CYCLE	DISTRICT	COUNTY	AGENCY	PROJECT TITLE	TOTAL PROJECT COST (1000s)	PROGRAMMED ATP FUND	SCOPE	BUDGET	SCHEDULE	REPORTING	RISK COMPONENT	RISK DESCRIPTION	CORRECTIVE ACTION PLAN
1106	3	3	COL	Colusa County	Colusa County Safe Routes to School Plan	200	200	○	○	○	○	Project Reporting	Agency has not submitted a project progress report in the last two reporting cycles (Oct 2018 & Jan 2019)	Department to provide a written warning to the Implementing Agency
3178	2	10	AMA	City of Plymouth	Plymouth Main Street/Shenandoah Road Safe Routes to School Project	1,099	1,081	○	○	○	○	Project Reporting	Agency has not submitted a project progress report in the last two reporting cycles (Oct 2018 & Jan 2019)	Department to provide a written warning to the Implementing Agency
1022	1/3	11	RIV	City of Carlsbad	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements	9,095	1,776	○	○	○	○	Project Reporting	Agency has not submitted a project progress report in the last two reporting cycles (Oct 2018 & Jan 2019)	Department to provide a written warning to the Implementing Agency

ATTACHMENT C - ATP PROJECT COMPLETION REPORT DATA																										
GENERAL PROJECT INFORMATION						SCHEDULE AND COST						DELIVERABLES														
CYCLE	DIST	AGENCY	PROJECT TYPE	PROJECT TITLE	PPNO	COMPLETION DATE			PROJECT COST			BICYCLE FACILITIES (feet)				PEDESTRIAN FACILITIES			OTHER							
						ORIGINAL	ACTUAL	Before/After/ On Schedule	ORIGINAL	ACTUAL	DELTA	CLASS 1	CLASS II	CLASS III	CLASS IV	NEW SIDEWALKS (feet)	ENHANCED SIDEWALKS (feet)	CROSSWALKS/ CROSSWALK IMPROVEMENTS (#)	MULTI-USE TRAILS (feet)	ROAD DIET (feet)	INTERSECTION/ ADA IMPROVEMENTS (#)	BIKE/PED BRIDGE (#)	PLANS (#)	NI PROGRAM PROJECTS (#)	AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N	AGENCY USED CORPS Y/N
1	1	City of Clearlake	Bike	Phillips and 18th Ave. Class II Bike Lanes and Roadway Reconstruction	3105	Aug-17	Aug-17	On Schedule	\$530	\$564	-\$34		19400											N	N	
1	1	Del Norte Local Transportation Commission	NI	Del Norte Walk and Roll Education and Encouragement Program	1106	Jun-18	Jun-17	Before	\$60	\$41	\$19											1	N	N		
1	3	Yuba City	I	Franklin Road Improvements	1808	Oct-15	Apr-17	After	\$368	\$357	\$11		4367			661			1				N	N		
1	3	San Juan Unified School District	NI	Safe Routes to School	1679	Jun-16	Jun-18	After	\$250	\$250	\$0											1	Y	Y		
1	3	Sacramento County	Combo	Howe Ave Sidewalk Infill and Bike Lane Improvements	1678	Aug-16	Mar-18	After	\$1,853	\$1,676	\$177		3325			1535	455	8	500	280	8		Y	N		
1	3	City of Biggs	Combo/SRTS	City of Biggs-Safe Routes to School Project, Sidewalk Improvements	1016	Sep-16	Aug-17	After	\$860	\$857	\$3					2625	430				14		Y	Y		
1	3	County of Yolo Public Works	SRTS/NI	City of Woodland -2014 Safe Routes to School	1920	Jan-19	Aug-18	Before	\$539	\$446	\$93											1	Y	N		
1	3	El Dorado County Transportation Commission	NI	Western El Dorado County Bicycle Travel Opportunities Map	1219	Apr-16	Dec-16	After	\$50	\$50	\$0											1	N	N		
1	3	County of Sacramento, Department of Transportation	Ped	El Camino Ave Phase 2 Street and Sidewalk Improvements	1682	Sep-18	May-17	Before	\$1,692	\$1,692	\$0		6267			3033					26		Y	N		
1	4	City of Livermore	Combo/SRTS	Safe Routes to School Improvements within 1/4 mile of Marilyn Ave Elementary School	2190H	Jul-19	Nov-16	Before	\$358	\$322	\$36					331	598	7			49		N	N		
1	4	Contra Costa County	Combo	Port Chicago Highway/Willow Pass Road Bike and Pedestrian Project	2122C	Apr-18	May-17	Before	\$800	\$800	\$0		1200			1400					2		1	Y	N	
1	5	University of CA-Santa Cruz	Bike	UCSC Great Meadow Bike Path Safety Improvement Project	2612	Sep-19	Dec-16	After	\$383	\$376	\$7	1000											N	N		
1	5	County of Monterey	Ped	Via Salinas Valley: Pathways to Health Through Active Transportation	2608	Oct-19	Sep-17	Before	\$4,143	\$4,100	\$43		572	132000		4836	2970	7		4658	11		Y	N		
1	5	City of Lompoc	Ped	City of Lompoc-Sidewalk Infill and Curb Ramp Project	2609	Apr-16	Feb-17	After	\$442	\$442	\$0					3218	221				64		Y	N		
1	5	Santa Cruz County Health Services Agency	SRTS/NI	Safe Route to School Education and Encouragement in Santa Cruz County	2607	Jul-15	Jun-17	After	\$447	\$447	0											1	Y	N		
1	6	City of Chowchilla	I	Robertson Blvd. and 11th Street Ped Safety Improvement Project	6753	Nov-16	Feb-18	After	\$550	\$550	0					3550							Y	N		
1	6	City of Kerman	I	Pedestrian Safety Improvements	6766	Sep-16	Jan-18	After	\$250	\$250	0							7					N	N		
1	6	City of Fresno	NI	2010 Bicycle/Pedestrian Master Program	6758	Feb-15	Sep-17	After	\$221	\$221	0											1	N	N		
1	6	City of Wasco	Combo	Karl Clemens and Thomas Jefferson Schools Bike and Pedestrian Improvements	6774	Dec-15	Jun-16	After	\$306	\$137	169		5280					22			15		Y	N		
1	6	City of Fresno PARCS	SRTS/NI	Fresno Pedestrian Bike Safety Education Program	6761	Jun-19	Dec-17	Before	\$250	\$156	\$94											1	Y	N		
1	6	City of Wasco	Combo	John L. Prueitt Pedestrian and Bike Improvements	6775	Jul-16	Mar-17	After	\$473	\$370	103		3000	3000		600					2		Y	N		
1	6	City of Wasco	Combo	Teresa Burke Elementary Bike and Pedestrian Improvements	6751	Jun-19	Apr-17	Before	\$1,794	\$1,610	\$184		5530	3580		1076			2414		12		Y	N		
1	6	City of Wasco	Ped	Palm Avenue School Pedestrian Improvements	6750	Oct-18	Sep-16	Before	\$458	\$437	\$21						445				14		Y	N		
1	6	City of Wasco	Ped	Pedestrian Safety Lighting	6776	Nov-18	Nov-16	Before	\$593	\$495	\$98												Y	N		
1	6	City of Woodlake	Combo/SRTS	Safe Routes to School Improvements	6783	Nov-16	Jun-16	Before	\$245	\$224	\$21					1061		8			22		Y	N		
1	7	City of Huntington Park	NI	Randolph Street Shared Use Bike/Trails Trails to Rails Study	4936	Jun-16	Mar-16	Before	\$400	\$400	\$0											1	Y	N		
1	7	SCAG	NI	SCAG Active Transportation Safety and Encouragement Campaign	4875	May-18	Dec-17	Before	\$2,333	\$2,306	\$27											1	Y	N		
1	8	City of Perris	Ped	Murrieta Road Pedestrian Improvements Project	1161	Oct-16	Apr-17	After	\$1,100	\$1,100	0	2500	3850			2200			1300		13	2	Y	N		
1	8	Riverside County	Ped	Avenida Rambla Sidewalk Safety Improvement	1151	Jun-16	Oct-16	After	\$356	\$295	61					3200							Y	N		
1	8	Town of Apple Valley	SRTS	Apple Valley Safe Routes to Schools	1172	Jul-17	Nov-17	After	\$1,095	\$1,095	0	3630	7260			7260			3630		14		N	N		
1	10	City of Ceres	Combo/SRTS	SRTS on Don Pedro Road and Nadine Avenue (Multiple Schools)	3095	Aug-16	Jan-17	After	\$373	\$372	1					308					30		N	N		
1	10	City of Hughson	Ped	Fox Road Sidewalk Improvement Project-City of Hughson	3188	May-17	Aug-17	After	\$408	\$408	0					6450							Y	N		
1	11	City of La Mesa	Combo	King Street Pedestrian and Bicycle Improvements	1157	Dec-16	Nov-18	After	\$940	\$919	21			1070		1050	200	6			20		Y	N		
1	11	City of Coronado	SRTS/NI	Coronado Safe Routes to School Education Program	1152	Jul-18	Aug-17	Before	\$36	\$36	\$0											1	N	N		
1	11	Chula Vista Elementary School District	SRTS/NI	It's Cool 2 Walk to School	1151	Jul-15	Jun-17	After	\$590	\$587	3											1	Y	N		
1	11	City of Imperial Beach	Combo	Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement Project	1154	May-19	Aug-17	Before	\$709	\$709	\$0			4200	4800					2150	22		Y	N		
1	12	OCTA	NI	Orange County Sidewalk Inventory	2170J	Jun-15	Oct-16	After	\$163	\$149	14											1	N	N		

ATTACHMENT C - ATP PROJECT COMPLETION REPORT DATA																												
GENERAL PROJECT INFORMATION						SCHEDULE AND COST						DELIVERABLES																
CYCLE	DIST	AGENCY	PROJECT TYPE	PROJECT TITLE	PPNO	COMPLETION DATE			PROJECT COST			BICYCLE FACILITIES (feet)				PEDESTRIAN FACILITIES			OTHER									
						ORIGINAL	ACTUAL	Before/After/ On Schedule	ORIGINAL	ACTUAL	DELTA	CLASS 1	CLASS II	CLASS III	CLASS IV	NEW SIDEWALKS (feet)	ENHANCED SIDEWALKS (feet)	CROSSWALKS/ CROSSWALK IMPROVEMENTS (#)	MULTI-USE TRAILS (feet)	ROAD DIET (feet)	INTERSECTION/ ADA IMPROVEMENTS (#)	BIKE/PED BRIDGE (#)	PLANS (#)	NI PROGRAM PROJECTS (#)	AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N	AGENCY USED CORPS Y/N		
1	12	City of Cypress	I	Cerritos Ave Bike Corridor Improvements	2170E	Dec-16	Oct-17	After	\$632	\$632	0	5280	10560											N	N			
1	12	City of Santa Ana	Bike	New hope-Civic Center-Grand Class III Bike Lanes	2170V	Sep-15	Jan-16	After	\$272	\$176	96		9380										Y	N				
1	12	County of Orange/OC Public Works	Bike	Lambert Road Bikeway Project	2170L	Aug-15	Jan-18	After	\$313	\$313	0		3048										Y	N				
1	12	Garden Grove	Ped	Harbor & Twintree HAWK	2170F	Jun-18	Nov-17	Before	\$160	\$160	\$0						1						Y	N				
2	3	Town of Truckee	Combo	Glenshire Drive Pedestrian and Bicycle Improvement Project	1417	Sep-17	Dec-17	After	\$905	\$905	0		16500										N	N				
2	6	City of Bakersfield	Ped	Sidewalk Improvements for Frank West Elementary	6770	Dec-17	Sep-17	Before	\$312	\$270	\$42					1992							Y	N				
1	12	City of San Clemente	Combo/SRTS	Concordia Elementary School Safe Routes to School Pedestrian and Bicycle Lane Improvement Project	1007	Jul-17	May-18	After	\$1,112	\$1,095	\$17						4000	3		10			N	N				
1	7	City of Los Angeles	I	Yale St. Pedestrian Linkage Phase U	4877	Mar-17	Jun-18	After	\$661	\$481	\$180							505		9			N	N				
1	6	City of Fresno	I	Class II Bike Lanes on Butler Avenue from Hazelwood Avenue to Peach Avenue	6757	Oct-18	Feb-18	Before	\$235	\$198	\$37		14350						3985				N	N				
2	5	City of Santa Cruz	I	Branciforte Creek Bridge and Multi-use Trail Project	2691	Dec-16	Feb-18	After	\$1,800	\$1,800	\$0	505									1		N	N				
1	3	Town of Paradise	I/NI	Maxwell Drive SR2S Connectivity Project	1017	Oct-16	Jun-18	After	\$969	\$804	\$165		5914			7000						1	N	N				
1	3	Town of Paradise	I/NI	Pearson Road SR2S Connectivity Project	1018	Dec-17	Jun-18	After	\$3	\$8	-\$5					20220						1	N	N				
1	8	Riverside County Department of Public Health, Injury	NI	Safe Routes to School Program, City of Perris	1149	Dec-15	Jun-18	After	\$350	\$348	\$2											1	N	N				
1	8	Riverside County Department of Public Health, Injury	NI	Safe Routes to School Program, City of Indio	1150	Jun-15	Jun-18	After	\$500	\$495	\$5											1	Y	Y				
1	8	Riverside County	I	Troth Street Safe Routes to School Sidewalk Project	1159	Dec-15	Feb-18	After	\$627	\$627	\$0					4080	110						N	N				
1	8	Riverside County	I	Pyrite Street Safe Routes to School Sidewalk Project	1160	Dec-15	Jan-18	After	\$665	\$660	\$5		5150			3190			2150				N	N				
1	8	Riverside University Health System-Public Health	NI	Safe Routes to School Program, City of Jurupa Valley	1154	Jun-15	Jun-18	After	\$500	\$499	\$1											1	Y	Y				
3	1	City of Fort Bragg	I	Fort Bragg Coastal Trail Phase II	4680	Jun-17	Jun-18	After	\$766	\$766	\$0								8416				N	N				
2	7	Ventura County	I/NI	Rio Real Elementary School Pedestrian & Street Improvement Project	5152A 5251B	Oct-17	Sep-18	After	\$462	\$462	\$0					1250				2			1	N	N			
2	4	Marin County Transit District	I	Pedestrian Access & Safety Improvements for the Downtown Novato Bus Transit Facility	2128F	Dec-17	Dec-17	On Schedule	\$989	\$989	\$0					610	10	2		1			Y	Y				
1	7	City of Ventura	I	Ventura Westside Pedestrian and Bicycle Facility Improvements	4862	Mar-20	Aug-18	Before	\$1,268	\$1,268	\$0		1180	950		1100	920	21					N	N				
1	8	City of San Jacinto	I/NI	Active Transportation Program	1146	Jul-19	Nov-18	Before	\$989	\$863	\$126	1200	3080	500		5996							1	N	N			
1	1	City of Arcata	I	Humboldt Bay Trail: Arcata Rail with Trail	2404	Dec-18	Nov-17	Before	\$3,100	\$3,100	\$0					15840				5			Y	Y				
1	1	Humboldt County Department of Public Works	NI	Redwood Mobility Education Program	2401	May-18	Apr-18	On Schedule	\$600	\$600	\$0											1	N	N				
1	4	Contra Costa Transportation Authority	I	Riverside Avenue Pedestrian Crossing	2122A	Dec-16	Jul-18	After	\$2,000	\$2,000	\$0									1			Y	N				
1	6	City of Farmersville	I	Farmersville Comprehensive Active Transportation Initiative	6778	Nov-19	Nov-17	Before	\$261	\$261	\$0		2835				46	1		1950			Y	N				
1	12	City of Santa Ana	I/NI	Safe Routes to School Enhancements for Monte Vista Elementary	2170P	May-17	Jun-17	On Schedule	\$430	\$430	\$0							1					1	N	N			
1	12	City of Santa Ana	I/NI	Safe Routes to School Enhancements for King Elementary	2170X	May-17	Oct-17	After	\$500	\$464	\$36							2					1	N	N			
2	9	City of Tehachapi	I	Tehachapi Safe Routes to School Project	2164	Jun-20	Dec-17	Before	\$900	\$838	\$62		5220			4997				11			N	N				
									\$48,699	\$46,758	\$1,941	14,115	137,268	145,300	4,800	110,669	10,405	594	16,260	15,173	389	9	0	23				
1	6	City of Fresno	Plan	2010 Bicycle/Pedestrian Master Plan	6758	Dec-16	Sep-17	After	\$221	\$221	\$0											1		Y	N			
1	6	County of Tulare SRTS Plan	Plan	County of Tulare SRTS Plan	6752	Jun-19	Apr-18	Before	\$110	\$110	\$0											1		Y	N			
1	6	City of Coalinga	Plan	City of Coalinga Active Transportation Plan	6755	Dec-16	Feb-17	After	\$240	\$229	\$11											1		Y	N			
1	7	City of Vernon	Plan	City of Vernon Bicycle Master Plan	4898	Aug-15	Dec-17	After	\$53	\$53	\$0											1		Y	N			
1	7	Los Angeles County Metropolitan Transportation Authority	Plan	Blue Line First/Last Mile Plan	5020	Feb-16	Mar-18	After	\$280	\$280	\$0											1		Y	Y			
1	8	Colton	Plan	City of Colton Citywide ATP Plan	1157	Dec-16	Apr-18	After	\$265	\$265	\$0											1		Y	N			
1	8	SBCTA	Plan	Points of Interest Pedestrian Plan	1147	Sep-15	Feb-18	After	\$400	\$400	\$0											1		Y	N			

ATTACHMENT C - ATP PROJECT COMPLETION REPORT DATA																										
GENERAL PROJECT INFORMATION						SCHEDULE AND COST						DELIVERABLES														
CYCLE	DIST	AGENCY	PROJECT TYPE	PROJECT TITLE	PPNO	COMPLETION DATE			PROJECT COST			BICYCLE FACILITIES (feet)				PEDESTRIAN FACILITIES			OTHER							
						ORIGINAL	ACTUAL	Before/After/ On Schedule	ORIGINAL	ACTUAL	DELTA	CLASS 1	CLASS II	CLASS III	CLASS IV	NEW SIDEWALKS (feet)	ENHANCED SIDEWALKS (feet)	CROSSWALKS/ CROSSWALK IMPROVEMENTS (#)	MULTI-USE TRAILS (feet)	ROAD DIET (feet)	INTERSECTION/ ADA IMPROVEMENTS (#)	BIKE/PED BRIDGE (#)	PLANS (#)	NI PROGRAM PROJECTS (#)	AGENCY WAS EXPECTED TO USE CORPS PER APP Y/N	AGENCY USED CORPS Y/N
1	8	SBCTA (SANBAG)	Plan	Rim of the World Active Transportation Plan	1170	Apr-16	Apr-18	After	\$285	\$285	\$0											1		Y	N	
1	8	San Bernardino County Transportation Authority	Plan	Safe Routes to school-Phase 2	1145	Jun-15	Feb-18	After	\$400	\$400	0											1		Y	N	
1	11	City of Vista	Plan	Vista Safe Routes to School Master Plan	1159	Aug-16	Feb-17	After	\$120	\$120	\$0											1		Y	N	
2	6	Kern Council of Governments	Plan	Kern Region Active Transportation Plan	6845	Mar-18	Mar-18	On Schedule	\$250	\$250	\$0											1		N	N	
2	2	Shasta Regional Transportation Agency	Plan	GoShasta Active Transportation Plan	2574	Dec-17	Jun-18	After	\$250	\$250	\$0											1		N	N	

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13–14, 2019

Reference No: 3.15
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Nabeelah Abi-Rached (Acting)
SB 1 Program Manager

Subject: **CALTRANS' SENATE BILL 1 (SB 1) PROGRAM PROGRESS REPORT**

SUMMARY:

As required by the Senate Bill (SB 1) Accountability and Transparency Guidelines (Guidelines) adopted by the California Transportation Commission (Commission) on March 21, 2018, and amended on August 15, 2018, the California Department of Transportation (Department) will present its SB 1 Quarterly Program Progress Report.

This quarterly report covers the period of October 1, 2018, through December 31, 2018, for the following programs:

- Solutions for Congested Corridors Program
- Trade Corridor Enhancement Program
- Local Partnership Program – Competitive Program
- State Highway Operation and Protection Program
- Active Transportation Program

BACKGROUND:

SB 1 increased the Commission's oversight role in several existing programs and created new programs for the Commission to oversee. The Guidelines require that the Department prepare and submit to the Commission progress reports for each SB 1 program at specified timelines. The progress report includes a summary of the five programs and individual program reports with an assessment of each program's current status in cost, schedule, scope and benefits.

As required by the Guidelines, the first progress report was presented to the Commission at its October 2018 meeting and covered the period of March 2018 through August 2018. The Guidelines require that subsequent reports are presented to the commission on a quarterly basis in December, March, June and October. The attached report includes program information for the second quarter of Fiscal Year 2018-19.

To view the Senate Bill 1 Program Progress Report,
in its entirety, please use the following link:

http://www.dot.ca.gov/sb1/docs/SB1_Quarterly_Report_to_CTC_OCT_2018-DEC_2018.pdf

SENATE BILL 1

Quarterly Report to the
California Transportation Commission
For the period: October 1, 2018–December 31, 2018



March 13, 2019



TABLE OF CONTENTS

Section 1	Page
Overall Program Summary.....	1
Section 2 – Individual Program Reports	
1. Solutions for Congested Corridors Program.....	4
2. Trade Corridor Enhancement Program.....	13
3. Local Partnership Program Competitive.....	24
4. State Highway Operation and Protection Program.....	35
5. Active Transportation Program.....	55



Senate Bill 1 Program Progress Report - Overall Program Summary

October 1, 2018 – December 31, 2018

Purpose:

Senate Bill 1 (SB 1) increased the California Transportation Commission's (Commission) oversight responsibilities to ensure the California Department of Transportation (Caltrans) and local governments are held accountable for the efficient investment of public funds through performance goals that are tracked and reported. The Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, and amended on May 16, 2018, and August 15, 2018, to require Caltrans to prepare and submit to the Commission progress reports for each SB 1 Program at specified timelines. Progress reports will include information appropriate to assess the current state of the overall program.

The 2018 SB 1 Programs:

The Commission developed the Accountability and Transparency guidelines outlining the requirements for reporting progress on projects' approved scope, cost, schedule and benefits. The guidelines apply to the following programs: Solutions for Congested Corridors Program (SCCP), the Trade Corridor Enhancement Program (TCEP), the Local Partnership Program – Competitive (LPP-C), Local Partnership Program Formulaic (LPP-F), the State Highway Operation & Protection Program (SHOPP), and the Active Transportation Program (ATP).



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.

Programs at a Glance:	SCCP	TCEP	LPP-C	LPP-F	SHOPP	ATP
Programmed funds	\$1.0 B	\$1.4 B**	\$309 M	\$185 M	\$20.4 B*	\$283M ***
No. Programmed projects/segments	29	39	34	67	1,252	148
Total cost of all programmed projects	\$3.2 B	\$4.4 B	\$1.7 B	\$6.2 B	\$20.4 B	\$542 M
No. Projects allocated	5	16	12	-	1,226	93
Dollars allocated	\$382.8 M	\$360 M	\$86.5 M	-	\$5.0 B	\$53 M
No. of awarded projects	2	3	3	-	83	3
Total \$ awarded projects	\$228.2 M	\$240 M	\$57.6 M	-	\$790 M	\$6.1 M

M = Million B = Billion

*SHOPP includes \$2.4 billion (\$1.4 billion SB 1) from the 2016 SHOPP and \$18 billion (\$6.4 billion SB 1) from the 2018 SHOPP for a total of \$20.4 B.

**TCEP includes \$794 million from SB 1 funds, \$535 million from the National Highway Freight Program and \$11 million from the 2015 Budget Act for a total of \$1.4 billion.

*** In addition to the \$200 million in SB 1 funds, the Commission programmed an additional \$83 million from other funds for a total of \$283 million.



California Department of Transportation

Major Activities and Accomplishments

Project Baseline Agreements

	<i>Total Required</i>	<i>To Date</i>	<i>Future</i>
SCCP	9	8	1
TCEP	27	25	2
LPP-C	12	9	3
SHOPP	269	78	191
ATP	4	2	2

Construction Contract Awards

	<i>Current Quarter</i>		<i>To Date</i>	
	<i>Planned</i>	<i>Actual</i>	<i>Planned</i>	<i>Actual</i>
SCCP	2	2	2	2
TCEP	3	3	3	3
LPP-C	1	1	3	3
SHOPP	28	48	54	83
ATP	4	1	15	8

Completion Reports @ Contract Acceptance or Open to Public

	<i>Current Quarter</i>		<i>To Date</i>	
	<i>Planned</i>	<i>Actual</i>	<i>Planned</i>	<i>Actual</i>
SCCP	0	0	0	0
TCEP	0	0	0	0
LPP-C	0	0	0	0
SHOPP	0	0	0	0
ATP	11	44	95	111

Final Delivery Reports

	<i>Current Quarter</i>		<i>To Date</i>	
	<i>Planned</i>	<i>Actual</i>	<i>Planned</i>	<i>Actual</i>
SCCP	0	0	0	0
TCEP	0	0	0	0
LPP-C	0	0	0	0
SHOPP	0	0	0	0
ATP	0	0	0	0

Baseline Agreements: As of December 31, 2018, 122 baseline agreements have been approved, and approximately 199 are expected to be approved at future Commission meetings.

Program Benefits: Highlighted benefits for each program are included in each program report, along with an update on the number completed to date. Some projects are funded by multiple programs; therefore, some project benefits will be shown under multiple programs.

Construction contract Awards: For the quarter ending on December 31, 2018, 52 construction contracts were awarded. To date, a total of 99 construction contracts have been awarded.

Completion Reports: As of December 31, 2018, five SHOPP projects were completed and open to traffic. These completion reports are due within six months of project completion.

Final Delivery Reports: As of December 31, 2018, no final delivery reports were due.

Summarize changes to the scope, cost, schedule and expected benefits: Potential changes to scope, cost, schedule and expected benefits are included in each programs' report, under Attachment 2.

Solutions for Congested Corridors Program Report

Progress Report: October 1, 2018 – December 31, 2018

Solutions for Congested Corridors Program (SCCP)

Program Objectives: The SCCP was established by SB 1 to fund projects designed to reduce congestion in highly-traveled and highly-congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

The 2018 SCCP Program

The SCCP is a four- year program with \$1 Billion in funding for the four Fiscal Years (FY) 2017-18 through 2020-21. The California Transportation Commission (Commission) adopted the SCCP in May 2018, consisting of 9 projects with 29 segments, valued at more than \$3 billion, and leveraging more than \$2 billion in other federal, state and local funds. The selected projects are part of a comprehensive corridor plan that will reduce congestion in highly traveled corridors, including the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation and/or restoration projects.

2018 SCCP at a Glance:

Total programmed SCCP funds (4-year period)	\$1.0 Billion
Number of programmed project segments within the 9 approved projects	29
Total cost of all programmed projects	\$3.2 Billion
Number of projects (segments) allocated	5
Total SCCP dollars allocated	\$382.8 Million
Number of awarded projects (segments)	2
Total SCCP dollars awarded	\$228.2 Million
Remaining SCCP funds available for programming	\$0



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.



Program Status: The first funding cycle of SCCP included four years of project programming through FY 2020/21. Last quarter, the program consisted of 28 programmed project segments. However, in December 2018, the Commission approved a request to split the US 101 Managed Lanes project into two separate segments for delivery, thereby increasing the number of programmed projects to 29.

It was reported last quarter that three project segments received construction allocations totaling \$243 million in SCCP funding. This quarter, another two project segments received allocations totaling \$139.8 million in SCCP funding. In total, the five projects have received \$382.8 million in SCCP funding, leveraging over \$592.9 million in other state and local construction funding.

Program Benefits: Expected benefits (Outputs) for the nine programmed SCCP projects are as follows:

Category of Benefits – Outputs	Planned as Adopted Into Program		Delivered and Ready for Construction at Allocation		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
High Occupancy Vehicle lanes constructed	141	-	69.7	-	-	-
Auxiliary lanes constructed	3	-	-	-	-	-
Operational improvements	-	21	-	13	-	-
Local road operational improvements	-	36	-	0	-	-
Modified/Reconstructed bridges	-	11	-	5	-	-
Pedestrian/Bicycle facilities constructed	11	-	9	-	-	-
Bicycle lanes constructed	6	-	-0	-	-	-
Sound walls constructed	3	-	0.2	-	-	-
New track	11	-	9	-	-	-
Purchase Rail cars/transit vehicles	-	5	-	-	-	-
Station Improvements	-	6	-	5	-	-

Baseline Agreement Status

Total Required	9
Approved	8
Future	1

Construction Contract Awards

	Current Quarter	To Date
Planned	2	2
Actual	2	2

Completion Reports @ Contract Acceptance or Open to Public

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Final Delivery Reports

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Baseline Agreements: All nine programmed SCCP projects require Baseline Agreements. As of December 31, 2018, eight project baseline agreements have been executed. The remaining baseline agreement is expected to be executed in Fiscal Year 2019-20.

Construction Contract Awards: As of December 31, 2018, two out of 29 construction contracts have been awarded. Three additional construction contracts are planned for award in the next 2-4 months.

Completion Reports: No completion reports required this quarter.

Final Delivery Reports: No final delivery reports required this quarter.

Summarize changes to the scope, cost, schedule and expected benefits: As of December 31, 2018, the SCCP has nine projects with scope, cost or schedule risks. These risks are addressed in Attachment 2.

Attachments:

1. List of SCCP Projects
2. SCCP corrective action plan for cost, scope and schedule variances (red)

Solutions for Congested Corridors Program (SCCP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
1	03-1787 SAC	US 50 Multimodal Corridor Enhancement Project / Gold Line Light Rail Improvements Between Sunrise Blvd to Downtown	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station. This project will enhance the light rail capacity on the Gold Line. The project consists of the construction of track sidings to allow trains to pass in the section of single tracks on the Gold Line between the Sunrise Station and Historic Folsom Station. This will permit trains to operate with 15-minute frequencies between those stations,	PAED	2,568	0	0	2,568	PAED	08/31/19	08/31/19	0	Yes	<input type="checkbox"/> Scope
				PSE	3,852	0	0	3,852	RW Cert	12/31/19	12/31/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	05/01/20	05/01/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	11/01/20	11/01/20			<input type="checkbox"/> Benefits
				RW Cap	1,363	0	0	1,363	End Const	10/31/22	10/31/22			
				Con Cap	40,612	20,300	0	40,612						
				Total	48,395	20,300	0	48,395						
2	03-1788 SAC	Franklin Boulevard Cycle Track Phase 1	In Sacramento County, construction of Class IV Bikeways parallel to I-5 on Franklin Boulevard from Big Horn Blvd in the City of Elk Grove to the Cosumnes River Light Rail Station at the intersection of Franklin Blvd and Cosumnes River Blvd in the City of Sacramento. The City of Sacramento project an additional 3,700 feet in the City of Elk Grove ending at Big Horn Boulevard.	PAED	16	0	0	0	PAED	07/13/18	07/13/18	0	Yes	<input type="checkbox"/> Scope
				PSE	35	0	0	35	RW Cert	01/31/19	04/05/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/15/19	04/26/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	05/15/19	10/31/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	09/01/19	12/25/19			<input type="checkbox"/> Benefits
				Con Cap	200	200	0	200						
				Total	251	200	0	251						
3	03-3301 SAC-50	US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes(I-5 to Watt Ave)	In Sacramento County on US 50, from I-5 to 0.8 mile east of Watt Avenue. Construct 14 lane miles of HOV (or bus/carpool) lanes, widen twelve bridge structures, construct sound walls from Stockton Blvd to 65th Street, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting,	PAED	13,600	0	5,796	5,796	PAED	05/31/17	05/31/17	0	Yes	<input type="checkbox"/> Scope
				PSE	13,000	0	8,529	9,954	RW Cert	02/03/20	02/03/20			<input type="checkbox"/> Cost
				RW Sup	4,300	0	458	851	RTL	02/14/20	02/14/20			<input type="checkbox"/> Schedule
				Con Sup	36,800	10,000	0	0	Begin Const	07/15/20	08/15/20			<input type="checkbox"/> Benefits
				RW Cap	5,700	0	97	9,400	End Const		12/01/24			
				Con Cap	368,900	80,000	152	298,000						
				Total	442,300	90,000	15,033	324,001						
4	03-5835 SAC-5	I-5 Corridor Enhancement Project/I-5 HOV Lanes-Phase 1	In Sacramento County on I-5, from U.S. 50 to Morrison Creek. Construct high-occupancy vehicle (HOV) lanes and soundwalls in both directions.	PAED	9,765	0	0	0	PAED	06/27/13		0	Yes	<input type="checkbox"/> Scope
				PSE	16,970	0	6,604	6,604	RW Cert	12/28/17	12/28/17			<input type="checkbox"/> Cost
				RW Sup	3,300	0	334	811	RTL	03/26/18	12/18/18			<input type="checkbox"/> Schedule
				Con Sup	33,070	1,280	0	0	Begin Const	10/22/18	05/13/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	2,157	0	646	2,157	End Const	12/15/22	12/15/22			<input type="checkbox"/> Benefits
				Con Cap	289,690	13,520	0	289,690						
				Total	354,952	14,800	7,584	299,278						
5	04-0360Q SON-101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	PAED	0	0	0	0	PAED	10/29/09	10/29/09	0	Yes	<input type="checkbox"/> Scope
				PSE	7,455	0	3,430	3,430	RW Cert	12/31/18	12/31/18			<input type="checkbox"/> Cost
				RW Sup	2,500	0	0	0	RTL	12/31/18	12/31/18			<input type="checkbox"/> Schedule
				Con Sup	14,000	12,600	0	12,036	Begin Const	08/21/19	09/20/19			<input type="checkbox"/> Benefits
				RW Cap	6,570	0	5,371	6,570	End Const	08/21/22	08/22/22			
				Con Cap	91,000	72,191	0	91,000						
				Total	121,525	84,791	10,132	117,648						
6	04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment	In the cities of San Carlos, Millbrae, Burlingame, San Mateo and Belmont in San Mateo County, and Menlo Park and East Palo Alto in Santa Clara County, from Matadero Creek to just North of I-380. Construct Express Lanes, from Whipple Avenue to just North of I-380 and install necessary Express Lanes infrastructure for both northern and southern segments.	PAED	21,000	0	16,879	16,879	PAED	10/31/18	10/31/18	0	Yes	<input checked="" type="checkbox"/> Scope
				PSE	39,477	0	4,836	17,962	RW Cert	05/01/19	06/30/19			<input checked="" type="checkbox"/> Cost
				RW Sup	1,000	0	13	936	RTL	05/01/19	07/02/19			<input checked="" type="checkbox"/> Schedule
				Con Sup	34,000	16,500	0	40,539	Begin Const	07/01/19	07/01/19			<input type="checkbox"/> Benefits
				RW Cap	16,000	0	0	16,000	End Const	02/01/23	07/01/21			
				Con Cap	328,495	108,690	0	328,495						
				Total	439,972	125,190	21,728	420,840						
7	04-0658H SM-101	US 101 Managed Lanes Project - Southern Segment	In Palo Alto, from 2 miles south of the Santa Clara County Line to Whipple Avenue Interchange. Convert existing HOV Lanes to Express Lanes.	PAED	0	0	0	0	PAED	10/31/18	10/31/18	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	11/05/18	11/05/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	11/05/18	11/05/18			<input type="checkbox"/> Schedule
				Con Sup	7,000	7,000	0	6,472	Begin Const	01/04/19	01/04/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	11/04/20	11/04/20			
				Con Cap	67,810	67,810	0	67,810						
				Total	74,810	74,810	0	74,282						

3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond
approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Solutions for Congested Corridors Program (SCCP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
8	04-2015E SCL-101	Silicon Valley Express Lanes Program - Phase 3	On US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange. The project will: 1. Convert existing single carpool lanes to express lanes at the following locations: a. US 101 from near SR 237 north to SR 85 (in Mountain View)	PAED	0	0	0	0	PAED	08/11/15	08/11/15	33,200	Yes	<input type="checkbox"/> Scope
				PSE	8,700	0	992	992	RW Cert	07/01/18	06/29/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/01/18	06/29/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/01/18	12/07/18			<input type="checkbox"/> Benefits
				RW Cap	518	0	0	518	End Const	07/01/21	09/29/21			
				Con Cap	47,100	33,200	0	47,100						
				Total	56,318	33,200	992	51,194						
9	05-2893 SB-101	North Padaro Lane Coastal Access Improvements	In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101. Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists. Add coastal trail signage along North Padaro Lane and for	PAED	60	0	1		PAED	03/01/19	07/31/19	0	Yes	<input type="checkbox"/> Scope
				PSE	220	0	0		RW Cert	03/31/20				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/31/20				<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/21				<input type="checkbox"/> Benefits
				RW Cap	140	0	0		End Const	03/31/22				
				Con Cap	3,270	3,270	0							
				Total	3,690	3,270	1	0						
10	05-2894 SB-101	Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and	PAED	300	0	1		PAED	04/30/19	09/25/19	0	Yes	<input type="checkbox"/> Scope
				PSE	680	0	0		RW Cert	10/31/20				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	10/31/20				<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/21				<input type="checkbox"/> Benefits
				RW Cap	520	0	0		End Const	06/30/22				
				Con Cap	8,320	8,320	0							
				Total	9,820	8,320	1	0						
11	05-2896 SB	Santa Claus Lane Class I Bikeway	In in City of Carpinteria through Summerland between Carpinteria Avenue and Santa Claus Lane. Construct 0.6 miles Class I bikeway to close a gap in the California Coastal Trail (CCT).	PAED	500	0	0		PAED	02/01/19	06/30/19	0	Yes	<input type="checkbox"/> Scope
				PSE	420	0	0		RW Cert	01/01/20				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	01/01/20				<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/20				<input type="checkbox"/> Benefits
				RW Cap	400	0	0		End Const	03/31/21				
				Con Cap	6,830	6,830	0							
				Total	8,150	6,830	0	0						
12	05-2897 SB	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	0	0	0		PAED	09/30/18	09/30/19	0	Yes	<input type="checkbox"/> Scope
				PSE	800	0	0		RW Cert	03/31/20				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/31/20				<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	10/01/20				<input type="checkbox"/> Benefits
				RW Cap	200	0	0		End Const	06/30/21				
				Con Cap	7,040	7,040	0							
				Total	8,040	7,040	0	0						
13	05-2985 SB-101	Santa Monica Road and Via Real Intersection Improvements	At the intersection of Santa Monica Road, Via Real and the Santa Monica NB on and off ramp from Highway 101. Construct intersection improvements to address forecast operational deficiencies at this all-way stop intersection.	PAED	750	0	0	23	PAED	08/01/19	05/08/19	0	Yes	<input type="checkbox"/> Scope
				PSE	900	0	0	216	RW Cert	01/01/21	10/05/20			<input type="checkbox"/> Cost
				RW Sup	300	0	0	1	RTL	03/01/21	12/02/20			<input type="checkbox"/> Schedule
				Con Sup	1,129	750	0	12	Begin Const	09/01/21	06/09/21			<input type="checkbox"/> Benefits
				RW Cap	379	0	0	758	End Const	09/01/23	06/09/23			
				Con Cap	2,860	2,860	0	2,860						
				Total	6,318	3,610	0	3,870						
14	05-7101C SB-101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	12,245	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	9,700	0	23	3,242	RW Cert	01/15/20	01/15/20			<input type="checkbox"/> Cost
				RW Sup	1,140	0	0	1,062	RTL	02/01/20	01/29/20			<input type="checkbox"/> Schedule
				Con Sup	22,060	0	0	10,191	Begin Const	08/15/20	08/12/20			<input type="checkbox"/> Benefits
				RW Cap	10,620	0	0	10,620	End Const	08/15/24	02/16/24			
				Con Cap	86,500	0	0	86,500						
				Total	142,265	0	23	111,615						

3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Solutions for Congested Corridors Program (SCCP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
15	05-7101D SB-101	South Coast 101 HOV-Padaro (Segment 4B)	In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	2,725	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	14,395	0	18	6,115	RW Cert	11/01/20	10/30/20			<input type="checkbox"/> Cost
				RW Sup	1,010	0	0	689	RTL	01/01/21	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	29,990	12,250	0	12,931	Begin Const	07/15/21	07/14/21			<input type="checkbox"/> Benefits
				RW Cap	10,900	0	0	10,900	End Const	12/15/25	10/01/25			
				Con Cap	139,310	49,560	0	139,310						
				Total	198,330	61,810	18	169,945						
16	05-7101E SB-101	South Coast 101 HOV-Summerland (Segment 4C)	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.	PAED	2,380	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	7,280	0	0	745	RW Cert	11/01/20	10/30/20			<input type="checkbox"/> Cost
				RW Sup	520	0	0	248	RTL	01/01/21	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	17,720	7,940	0	10,103	Begin Const	07/15/21	07/15/21			<input type="checkbox"/> Benefits
				RW Cap	3,930	0	0	3,930	End Const	12/15/25	08/29/25			
				Con Cap	88,470	34,060	0	88,470						
				Total	120,300	42,000	0	103,496						
17	07-5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line. Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.	PAED	15,750	0	15,002	15,002	PAED	05/02/17	05/02/17	0	Yes	<input type="checkbox"/> Scope
				PSE	29,250	0	14,035	29,250	RW Cert	06/30/19	06/30/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/30/19	06/30/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/19	07/01/19			<input type="checkbox"/> Benefits
				RW Cap	76,200	0	41,209	76,200	End Const	06/01/23	03/31/23			
				Con Cap	404,000	150,000	0	404,000						
				Total	525,200	150,000	70,246	525,200						
18	08-1230 SBD	Redlands Passenger Rail Project	Located at five station locations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station, and the University Station. The rail service will run between San Bernardino Transit Center located at Rialto Avenue and E Street in downtown San Bernardino adjacent to San Manuel Stadium and will terminate at the University of Redlands. Construct nine-miles of Rail line.	PAED	11,384	0	11,821	11,821	PAED	02/01/15	02/01/15	0	Yes	<input checked="" type="checkbox"/> Scope
				PSE	42,340	0	27,791	27,791	RW Cert	08/01/18	08/01/18			<input checked="" type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	08/31/18	09/17/18			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	03/01/19	03/01/19			<input type="checkbox"/> Benefits
				RW Cap	7,866	0	3,250	7,866	End Const	05/31/21	09/30/21			
				Con Cap	230,330	65,000	10,714	230,330						
				Total	291,920	65,000	53,576	291,920						
19	11-0615F SD-5	I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC)	PAED	0	0	0	0	PAED	08/30/14	08/30/14	195,000	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	06/30/18	06/30/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/18	06/30/18			<input type="checkbox"/> Schedule
				Con Sup	44,670	32,000	245	37,326	Begin Const	10/31/18	11/16/18			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	09/01/22	09/01/22			
				Con Cap	256,059	163,000	6,960	256,059						
				Total	300,729	195,000	7,205	293,385						
20	11-0615G SD-5	I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV	In the city of Carlsbad from Palomar Airport Road to SR-78. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct bike paths and soundwalls. (CMGC)	PAED	0	0	0	0	PAED	08/30/14	08/30/14	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	07/15/19	01/27/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/15/19	02/14/20			<input type="checkbox"/> Schedule
				Con Sup	19,194	0	0	16,946	Begin Const	09/15/20	09/15/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	10/01/22	10/01/22			
				Con Cap	89,969	0	0	89,969						
				Total	109,163	0	0	106,915						
21	12-2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride. Purchase five zero-emission hydrogen buses.	PAED	0	0	0	0	PAED			0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/21				<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/21				<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/30/23				
				Con Cap	5,414	4,331	5,414	0						
				Total	5,414	4,331	5,414	0						



3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Solutions for Congested Corridors Program (SCCP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO		Location and Type of Work	Phase	Approved Budget	SCCP Budget	Expended	EAC	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
	Co-Route	Title			(\$1,000s)	(\$1,000s)		(\$1,000s)						
22	12-2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	In the cities of Fountain Valley, Huntington Beach and Santa Ana from Pullman Street to Pacific Coast Highway. Signal Synchronization and required communications Infrastructure for 42 Signals - 14.4 miles.	PAED	0	0	0		PAED	08/01/19		0	No	<input type="checkbox"/> Scope
				PSE	0	0	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/20				<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/20				<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	07/01/23				
				Con Cap	5,115	4,092	0							
				Total	5,115	4,092	0	0						
23	12-2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard	In the cities of Fountain Valley, Huntington Beach and Santa Ana from east of Beach Boulevard to Route 55. Signal Synchronization and required communications Infrastructure for 26 signals - 8.2 miles.	PAED	0	0	0		PAED	08/01/19		0	No	<input type="checkbox"/> Scope
				PSE	0	0	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/20				<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/20				<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	07/01/23				
				Con Cap	3,689	2,951	0							
				Total	3,689	2,951	0	0						
24	12-2177 ORA	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	In Fountain Valley, Huntington Beach, Santa Ana and Westminster from Bolsa Chica Street to Auto Mall. Signal Synchronization and required communications Infrastructure for 41 signals - 12.2 miles.	PAED	0	0	0		PAED	08/01/19		0	No	<input type="checkbox"/> Scope
				PSE	0	0	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/20				<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/20				<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	07/01/23				
				Con Cap	6,196	4,957	0							
				Total	6,196	4,957	0	0						
25	12-2178 ORA	Warner Avenue Class II Bikeway	In Santa Ana and Tustin along Warner Avenue, from Wright Street, over State Route 55 to Red Hill Avenue. Construct Class II Bikeway along Warner Avenue.	PAED	0	0	0	0	PAED			0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	06/30/21				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/21	06/30/21			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/21				<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/30/23	12/30/23			
				Con Cap	1,640	1,443	0	0						
				Total	1,640	1,443	0	0						
26	12-2179 ORA	Red Hill Class II Bikeway	In the City of Tustin along southbound Red Hill Avenue, from the Santa Ana-Santa Fe Channel to Barranca Parkway. Construct Class II Bikeway.	PAED	5	0	0		PAED	12/01/20	12/01/20	0	No	<input type="checkbox"/> Scope
				PSE	39	0	0		RW Cert	06/30/21	06/30/21			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/21	06/30/21			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/21	09/30/21			<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	12/30/22	12/30/22			
				Con Cap	435	383	0							
				Total	479	383	0	0						
27	12-2181 ORA	Newport Avenue Class II Bikeway	In the city of Tustin along Newport Avenue, from El Camino Real under Interstate 5 to the roadway southern terminus at the Santa Ana-Santa Fe Channel. Construct Class II Bikeway	PAED	5	0	0		PAED	12/01/20	12/01/20	0	No	<input type="checkbox"/> Scope
				PSE	50	0	0		RW Cert	06/30/21	06/30/21			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/21	06/30/21			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/21	06/30/22			<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	12/30/23	12/30/23			
				Con Cap	551	485	0							
				Total	606	485	0	0						
28	12-2182 ORA	Santa Ana-Santa Fe Channel Class I Bikeway	In the City of Tustin, along the Santa Ana-Santa Fe Channel (parallel to the LOSSAN Corridor), from Newport Avenue to Red Hill Avenue. Construct Class I Bikeway.	PAED	12	0	0		PAED	06/01/20	06/01/20	0	No	<input type="checkbox"/> Scope
				PSE	104	0	0		RW Cert	12/30/20	12/30/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/30/20	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/21	03/30/21			<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	06/30/22	06/30/22			
				Con Cap	1,160	1,021	0							
				Total	1,276	1,021	0	0						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Solutions for Congested Corridors Program (SCCP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
29	12-2183 ORA	Main Street Class II Bikeway	In the City of Tustin on Main Street, westerly from downtown Tustin to the city boundary with Santa Ana. Construct Class II Bikeway.	PAED	5	0	0		PAED	12/01/19	12/01/19	0	No	<input type="checkbox"/> Scope
				PSE	24	0	0		RW Cert	06/30/20	06/30/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/30/20	06/30/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/31/20	09/30/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	06/30/21	06/30/21			
				Con Cap	290	255	0							
				Total	319	255	0	0						

 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond
approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Solutions for Congested Program (SCCP) Corrective Action Plans

Dist-PPNO						
Co-Route	Title	Scope	Schedule	Cost	Benefits	
03-5835 SAC-5	I-5 Corridor Enhancement Project/I-5 HOV Lanes-Phase 1		The combined project was advertised but not awarded due to non-responsive bidder. The contract was repackaged for re-advertising. New begin construction target is 05/13/19. A time extension request for award was approved in December 2018.			
03-1788 SAC	Franklin Boulevard Cycle Track Phase 1		Schedule adjusted 5 months to include time for CTC allocation and Federal Authorization (portions within City of Sacramento) and Bidding/Award process.			
04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment	Overall scope did not change. The project was split into two Northern and Southern Segments to accelerate overall delivery.		Overall cost did not change. The project was split into two Northern and Southern Segments to accelerate overall delivery.		
05-2893 SB-101	North Padaro Lane Coastal Access Improvements		Five month delay in Env phase due to permitting process. Time extension request expected for LPP-F funded PS&E and Right of Way. Delay is not expected to alter overall project delivery.			
05-2894 SB-101	Summerland Area Coastal Access Improvements		Five month delay in Env phase due to permitting process. Time extension request expected for LPP-F funded PS&E and Right of Way. Delay is not expected to alter overall project delivery.			
05-2896 SB	Santa Claus Lane Class I Bikeway		Five month delay in PAED phase. Changes to the alignment of the adjacent Highway 101 HOV project have resulted in changes to the SC Lane Bikeway alignment and thus modifications required to environmental technical studies. Time extension request expected for LPP-F funded PS&E and Right of Way. Delay is not expected to alter overall project delivery.			
05-2897 SB	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing		Environmental approval (PA&ED) has been delayed one year due to modified design parameters related to adjacent projects and need for coastal permitting. The delay is not expected to alter overall project delivery.			
08-1230 SBD	Redlands Passenger Rail Project	San Bernardino County Transportation Authority has identified a potential scope adjustment from the approved Baseline Agreement. An amendment request will be forthcoming.	Due to the challenges in Right-of-Way (ROW) acquisition, relocating impacted utilities (Southern California Edison), and final design modifications, the end date for the construction phase has moved from 5/31/2021 to 9/30/2021.	Actual PA&ED expenditures slightly exceeded PA&ED initial cost estimates. "Planned Expenditure at Completion" amount for PS&E has been adjusted so as not to exceed the total project cost.		
11-0615G SD-5	I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV		The schedules for R/W Cert & End Design delayed 6 months to focus on design variations that will reduce overall project construction costs. No change anticipated to the beginning of construction phase.			

Trade Corridor Enhancement Program Report

Progress Report: October 1, 2018 – December 31, 2018

Trade Corridor Enhancement Program (TCEP)

Program Objectives: TCEP was established by SB 1 to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.

The 2018 TCEP Program

The TCEP is a three-year program, with nearly \$1.4 billion in funding, which includes \$535 million of funding from the National Highway Freight Program, \$794 million from the Trade Corridor Enhancement Account, and a one-time appropriation of \$11 million from the Budget Act of 2015. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018, consisting of 27 projects with 39 segments, valued at more than \$4.4 billion, and leveraging other federal, state and local funds. The selected projects include a variety of improvements to goods movement on corridors with high volumes of freight including but not limited to, projects that increase the use of on-dock rail; improve safety by eliminating at-grade railroad crossings; reduce impacts to surrounding communities such as noise, congestion, safety, and public health; reduce border wait times; and increase rail capacity with double tracking.

2018 TCEP at a Glance:

Total programmed TCEP funds (3-year period)	\$1.39 Billion*
Number of programmed project segments within the 27 approved projects	39
Total cost of all programmed projects	\$4.4 Billion
Number of project (phases) allocated	16
Total TCEP dollars allocated	\$360 Million**
Number of awarded projects (segments)	3
Total TCEP dollars of awarded projects	\$215 Million
Total remaining TCEP program funds	\$0

CCA = construction contract acceptance

*The Commission funded this program with \$794 million from SB 1 funds and \$535 million from the National Highway Freight Program and a one-time appropriation of \$11 million from the Budget Act of 2015, for a total of \$1.4 billion.

**The Commission allocated \$360 million from SB 1 funds with a total of \$1.95 billion in total project costs leveraged from other state and local funds.



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.



Current Program Status: The first funding cycle of TCEP included three years of project programming for Fiscal Year 2017-18 through 2019-20. TCEP consist of 39 programmed project segments, which received funds for various phases of a project. Currently, 16 project segments have received TCEP fund allocations for certain phases totaling \$360 million, with a total of \$1.95 billion in total project costs leveraged from other state and local funds. Some TCEP projects have additional phases for which an allocation has not been requested. These allocations may be requested in the near future. Five projects in TCEP are multi-funded and are leveraging funds from other SB 1 programs. At the December 5, 2018, CTC meeting the City of Tracy-Central Valley Gateway project which included 2 segments was removed from the TCEP program.

Program Benefits Status: Status of Benefits (Outputs) for planned segments of the 27 programmed TCEP projects. Benefits shown as adopted and programmed, delivered ready for construction, and when completed in construction. As of December 31, 2018, no benefits have been realized.

Category of Benefits	Planned as Adopted Into Program		Delivered and Ready for Construction		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
Grade Separation/Rail Crossing Improvements		7		2	-	-
Miles of new track	10				-	-
Intersections modified	7	9		6	-	-
Local road lane-miles rehabilitated	3				-	-
Local road operational improvements		3		3	-	-
New local bridge structure		1		1	-	-
Truck climbing lanes/ Auxiliary lane miles constructed	7				-	-
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	80				-	-
Transportation Management System Elements		166			-	-
Mixed flow lane miles constructed	34		11		-	-

Project Baseline Agreements

Total Required	27
To Date	25
Future	2

Construction Contract Awards

	Current Quarter	To Date
Planned	3	3
Actual	3	3

Completion Reports @ Contract Acceptance or Open to Public

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Final Delivery Reports

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Baseline Agreements: As of December 31, 2018, twenty-five project baseline agreement have been executed. The remaining two baseline agreements are anticipated to receive approval at a future Commission meeting.

Construction Contract Awards: As of December 30, 2018, three construction contracts have been awarded.

Completion Reports: As of December 30, 2018, no completion reports were required.

Final Delivery Reports: As of December 30, 2018, no final delivery reports were required.

Summarize changes to the scope, cost, schedule and expected benefits: As of December 30, 2018, TCEP has 13 projects with potential scope, cost, schedule or schedule risks. These risks are addressed in Attachment 2.

Attachments:

1. TCEP Projects – includes incurred expenditures to date for all project component costs.
2. Corrective Action list.

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
1	02-3445A SHA-5	Redding to Anderson Six Lane - Phase 1 & 2	In Shasta County near Redding from 0.6 mile south of Knighton Road Overcrossing to 0.4 mile south of Churn Creek Road Overcrossing and near Anderson from route 5/273 separation to the Sacramento River Bridge. Widen to six lanes.	PAED	333	0	334	334	PAED	03/29/13		71,878	Yes	<input type="checkbox"/> Scope
				PSE	6,140	0	8,172	8,172	RW Cert	05/01/18	05/01/18			<input checked="" type="checkbox"/> Cost
				RW Sup	280	0	464	499	RTL	05/04/18	05/04/18			<input checked="" type="checkbox"/> Schedule
				Con Sup	17,800	8,700	128	15,489	Begin Const	09/25/18	11/30/18			<input type="checkbox"/> Benefits
				RW Cap	1,302	0	456	1,262	End Const	10/02/21	10/02/21			
				Con Cap	129,803	63,182	0	129,803						
				Total	155,658	71,882	9,554	155,559						
2	04-0462G SCL-101	US 101 / State Route 25 Interchange - Phase 1	In southern Santa Clara County and Northern San Benito County, at the interchange of US 101 and SR 25. Reconstruct the interchange at a location just north of the existing interchange. The improvements will include a new, widened bridge to convey SR 25 over US 101. It will also improve ramps for all traffic movements between US 101 and SR 25. and minor realignment of SR 25 to the north. New traffic	PAED	1,000	0	1,497	1,497	PAED	09/30/13	11/07/13	0	Yes	<input type="checkbox"/> Scope
				PSE	6,000	4,200	0	1,312	RW Cert	12/30/20	12/30/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/30/20	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/21	01/04/21			<input type="checkbox"/> Benefits
				RW Cap	6,000	0	0	6,000	End Const	10/31/22	10/31/22			
				Con Cap	52,000	0	0	52,000						
				Total	65,000	4,200	1,535	64,574						
3	04-2103D ALA	7th Street Grade Separation (East)	In the city of Oakland within the Port of Oakland along 7th Street, from east of Maritime Street to just west of I-880 near Bay Street. Reconstruction of the existing underpass and multi-use path, and the reconstruction of rail tracks and other rail infrastructure at the UnionPacific Railroad (UPRR) mainline.	PAED	7,500	0	5,400	5,400	PAED	10/01/18	10/26/18	0	Yes	<input type="checkbox"/> Scope
				PSE	19,500	0	669	21,600	RW Cert	12/31/19	12/31/19			<input checked="" type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	02/03/20	02/03/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	08/01/20	08/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/31/22	12/31/22			
				Con Cap	225,000	175,000	0	0						
				Total	252,000	175,000	6,069	27,000						
4	04-5301X SOL-80	I-80/I-680/Route 12 Interchange Package 2A	Eastbound SR12 to Eastbound I-80 Connector - This project would construct a new connector from Eastbound SR12 to Eastbound I-80, which will also connect two previous CMIA projects, ICP and Jameson Canyon widening projects.	PAED	0	0	0	0	PAED	12/07/12		0	Yes	<input type="checkbox"/> Scope
				PSE	11,700	0	0	9,784	RW Cert	03/31/20	02/28/20			<input type="checkbox"/> Cost
				RW Sup	600	0	0	0	RTL	12/30/20	06/30/20			<input type="checkbox"/> Schedule
				Con Sup	10,000	10,000	0	5,102	Begin Const	06/30/20	06/30/20			<input type="checkbox"/> Benefits
				RW Cap	3,400	0	0	3,400	End Const	06/30/22	06/30/22			
				Con Cap	50,300	43,200	0	50,300						
				Total	76,000	53,200	0	68,585						
5	04-T0003 ALA	Freight Intelligent Transportation System	In the City of Oakland, within the Port of Oaklands Seaport Area, along West Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road. Install and implement ITS elements and other technologies, which include changeable message signs, closed circuit TV, fiber optic and Wi-Fi communications, traffic signal enhancements, vehicle and queue detection, train queue detection, weigh-in-motion, information application, and	PAED	2,500	0	2,500	2,500	PAED	10/31/18	10/31/18	0	Yes	<input type="checkbox"/> Scope
				PSE	4,100	0	2,450	4,100	RW Cert	12/31/18	03/31/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/31/19	03/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	08/01/19	08/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/31/21	12/31/21			
				Con Cap	24,000	12,456	0	0						
				Total	30,600	12,456	4,950	6,600						
6	05-7101C SB-101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	12,245	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	9,700	0	23	3,242	RW Cert	01/15/20	01/15/20			<input type="checkbox"/> Cost
				RW Sup	1,140	0	0	1,062	RTL	02/01/20	01/29/20			<input type="checkbox"/> Schedule
				Con Sup	22,060	8,400	0	10,191	Begin Const	08/15/20	08/12/20			<input type="checkbox"/> Benefits
				RW Cap	10,620	0	0	10,620	End Const	08/15/24	02/16/24			
				Con Cap	86,500	42,600	0	86,500						
				Total	142,265	51,000	23	111,615						
7	05-7101D SB-101	South Coast 101 HOV-Padaro (Segment 4B)	In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	2,725	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	14,395	0	18	6,115	RW Cert	11/01/20	10/30/20			<input type="checkbox"/> Cost
				RW Sup	1,010	0	0	689	RTL	01/01/21	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	29,990	0	0	12,931	Begin Const	07/15/21	07/14/21			<input type="checkbox"/> Benefits
				RW Cap	10,900	0	0	10,900	End Const	12/15/25	10/01/25			
				Con Cap	139,310	0	0	139,310						
				Total	198,330	0	18	169,945						



3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond
approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
8	05-7101E SB-101	South Coast 101 HOV-Summerland (Segment 4C)	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.	PAED	2,380	0	0	0	PAED	08/26/14	08/26/14	0	Yes	<input type="checkbox"/> Scope
				PSE	7,280	0	0	745	RW Cert	11/01/20	10/30/20			<input type="checkbox"/> Cost
				RW Sup	520	0	0	248	RTL	01/01/21	12/30/20			<input type="checkbox"/> Schedule
				Con Sup	17,720	0	0	10,103	Begin Const	07/15/21	07/15/21			<input type="checkbox"/> Benefits
				RW Cap	3,930	0	0	3,930	End Const	12/15/25	08/29/25			
				Con Cap	88,470	0	0	88,470						
				Total	120,300	0	0	103,496						
9	06-6955 KER-58	Route 58/99 Bakersfield Freeway Connector	The project is proposed at the State Route 58/State Route 99 interchange in Bakersfield, CA. The project proposes to grade separate exit and entry freeway ramps between two closely spaced interchanges (SR 58/SR 99 and SR 99/Ming Ave), and to construct a collector -distributor roadway and auxiliary lanes along the southbound State Route 99 mainline to safely accommodate on-ramp traffic.	PAED	0	0	0	0	PAED	12/04/15		25,000	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	04/01/18				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/01/18	08/24/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	08/01/18	01/15/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	02/01/21	04/15/21			
				Con Cap	50,000	25,000	0	50,000						
				Total	50,000	25,000	6	51,331						
10	07-2002A LA	Rosecrans / Marquardt Grade Seperation	In Santa Fe Springs, at the intersection of Rosecrans Avenue and Marquardt Avenue, on the BNSF Right of Way. Construct grade separation at Rosecrans/Marquardt Avenue.	PAED	1,970	0	0	0	PAED	03/01/18	03/01/16	0	Yes	<input type="checkbox"/> Scope
				PSE	4,360	0	0	0	RW Cert	09/01/19	12/06/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	10/01/19	06/19/20			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/20	03/01/21			<input type="checkbox"/> Benefits
				RW Cap	68,738	0	0	0	End Const	06/01/22	06/30/23			
				Con Cap	81,370	9,000	0	0						
				Total	156,438	9,000	0	0						
11	07-2741S LA-71	Route 71 Expressway to Freeway Conversion (Mission Road to Route 60)	In Pomona from Mission Road to Route 60. Add on mixed lane and one HOV lane in each direction.	PAED	0	0	0	0	PAED	05/31/13	05/31/13	0	Yes	<input type="checkbox"/> Scope
				PSE	10,672	0	0	10,653	RW Cert	08/14/19	07/15/19			<input type="checkbox"/> Cost
				RW Sup	3,000	0	0	5,168	RTL	08/14/19	08/14/19			<input type="checkbox"/> Schedule
				Con Sup	15,847	5,000	0	20,775	Begin Const	02/21/20	06/30/20			<input type="checkbox"/> Benefits
				RW Cap	26,000	0	0	26,000	End Const	07/14/24	07/12/24			
				Con Cap	<u>120,000</u>	<u>39,000</u>	0	<u>120,000</u>						
				Total	175,519	44,000	0	182,596						
12	07-3189B LA-5	I-5 Golden State Chokepoint Relief	In northern Los Angeles County at the I-5 / SR-14 split. Construct truck lanes, HOV lanes, auxiliary lanes, soundwalls, and an ITS hub station. Widen seven bridges and improve access to weigh station.	PAED	17,400	0	1,886	1,886	PAED	09/29/09	09/29/09	0	Yes	<input type="checkbox"/> Scope
				PSE	31,200	0	11,255	13,173	RW Cert	05/01/19	05/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	05/01/19	05/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	01/15/20	10/01/19			<input type="checkbox"/> Benefits
				RW Cap	6,700	0	13	6,700	End Const	01/31/23	01/31/23			
				Con Cap	<u>483,900</u>	<u>247,000</u>	0	501,500						
				Total	539,200	247,000	13,769	527,050						
13	07-5388 LA-91	Route 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	In the cities of Artesia and Cerritos, from Shoemaker Avenue to I-605 Interchange and on I-605 from Alondra Blvd to the I-605/SR-91 interchange. Construct general purpose and/or auxiliary lanes; modify on/off ramps and upgrade non-standard features.	PAED	8,000	0	766	1,029	PAED	01/14/19	01/04/19	0	No	<input type="checkbox"/> Scope
				PSE	25,000	3,000	0	0	RW Cert	11/01/19	01/07/22			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/30/20	03/04/22			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	11/01/20	08/05/22			<input type="checkbox"/> Benefits
				RW Cap	32,200	29,000	0	32,200	End Const	12/01/23	07/03/25			
				Con Cap	<u>122,600</u>	0	0	<u>122,600</u>						
				Total	187,800	32,000	766	155,829						
14	07-5394 LA-57	Route 57/60 Confluence: Chokepoint Relief Program	In Los Angeles County, in Diamond Bar and the City of Industry on Route 60 from EB 60 to SB 57 connector overcrossing to near Golden Springs Drive Undercrossing and Route 57 from NB 57 to WB 60 connector overcrossing to South 57/60 separation. Reconstruct Grand Avenue Overcrossing; reconstruct NB SR-57 Connector to EB SR-60; Construct EB SR-60 bypass	PAED	1,600	0	0	0	PAED	12/01/13		0	Yes	<input type="checkbox"/> Scope
				PSE	25,000	17,000	0	1,541	RW Cert	04/15/20	01/07/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	04/15/20	09/30/21			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/24	07/01/21			<input type="checkbox"/> Benefits
				RW Cap	36,200	5,000	0	36,200	End Const	06/30/28	04/04/24			
				Con Cap	<u>225,800</u>	0	0	<u>225,800</u>						
				Total	288,600	22,000	0	265,107						

 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
15	07-T0006 LA	Terminal Island Railyard Enhancement Project	In the Port of Los Angeles on Terminal Island. Addition of five staging/storage tracks (approximately 31,000 lineal feet) to the existing Pier 400 rail yard, which also includes a short rail bridge over water. The Pier 400 storage/staging rail yard supports on-dock rail yards for six terminals in the POLA and POLB.	PAED	843	0	0	0	PAED	11/16/18	10/04/18	0	Yes	<input type="checkbox"/> Scope
				PSE	2,249	0	0	0	RW Cert		12/31/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	01/02/20	01/02/20			<input type="checkbox"/> Schedule
				Con Sup	2,811	0	0	0	Begin Const	07/01/20	07/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	06/30/20	06/30/20			
				Con Cap	28,112	21,645	0	0						
				Total	34,015	21,645	0	0						
16	07-T0007 LA	Pier G and J Double Track	At the Port of Long Beach from Pier G to Pier J. Construct new 9,000-foot mainline track for trains serving four marine terminals in the southeastern area of the Port between the northeast corner of Pier G terminal and Harbor Scenic Drive.	PAED	2,629	0	2,722	2,722	PAED	11/11/16	07/26/16	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	02/18/18	07/26/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	04/01/20	04/01/20			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	02/28/18	04/23/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	1,502	0	0	0	End Const	07/30/21	04/11/22			
				Con Cap	20,869	14,000	0	0						
				Total	25,000	14,000	2,722	2,722						
17	08-0260J SBD-395	Route 395 Widening from SR 18 to Chamberlaine Way	On US 395, between SR 18 and Chamberlaine Way in the City of Adelanto. Widen this section of US 395 from two to four lanes. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections.	PAED	0	0	0	0	PAED	12/31/09	12/31/09	0	Yes	<input type="checkbox"/> Scope
				PSE	6,482	0	5,129	5,129	RW Cert	07/30/18	04/12/18			<input type="checkbox"/> Cost
				RW Sup	1,620	0	911	1,143	RTL	07/27/18	04/17/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	02/06/19	05/01/19			<input type="checkbox"/> Benefits
				RW Cap	10,822	0	1,130	10,822	End Const	09/15/21	05/03/21			
				Con Cap	36,597	24,292	0	36,597						
				Total	55,521	24,292	7,170	55,170						
18	08-3009P SBD-10	I-10 Express Lanes-San Antonio Ave to Route 15 (Contract 1)	From LA/SBd Co Ln to I-10/I-15 Interchange & in LA County from 0.4 Mi W/o White Ave OC to LA/SBd Co Ln; Implement two express lanes in each direction for a total of four general purpose and two express lanes in each direction with auxiliary lanes, widening undercrossings, and reconstruction of ramps and lane transitions where needed. This project will be delivered using Design-Build method (TCIF 128)	PAED	213	0	879	879	PAED	07/06/17	12/31/07	117,831	Yes	<input type="checkbox"/> Scope
				PSE	62,293	0	0	0	RW Cert	11/01/21	01/16/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/01/22	01/16/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	08/13/18	09/07/18			<input type="checkbox"/> Benefits
				RW Cap	49,219	0	0	47,811	End Const	02/01/24	06/29/22			
				Con Cap	817,466	117,831	0	724,579						
				Total	929,191	117,831	1,248	820,773						
19	08-3010T RIV-60	Route 60 Truck Safety and Efficiency Project - Phase 1A	This project is located on State Route 60 and Moreno Beach Drive in the City of Moreno Valley, County of Riverside. This specific project component is the second phase of an interchange project that will replace a 50-year old 2-lane bridge with a new 6-lane bridge, reconfigure the north side of SR 60/Moreno Beach Drive Interchange, and build an associated freeway auxiliary lane. Because the bridge is so	PAED	0	0	0	0	PAED	12/31/07		0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	55	55	RW Cert	06/30/19	03/01/15			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/31/15	02/28/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/01/19	09/01/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/01/21	08/02/22			
				Con Cap	24,000	16,800	0	24,000						
				Total	24,000	16,800	73	28,749						
20	08-T0011 SBD	Etiwanda Avenue Grade Separation	In the City of Rancho Cucamonga, Etiwanda Avenue Grade Separation at SCRRRA and BNSF San Gabriel Rail Line, between Whittram Avenue and Napa Street. The project will replace an existing at-grade crossing with a new grade-separated overcrossing and construct side-walk and bike lane.	PAED	850	850	0	0	PAED	06/06/18	06/06/18	0	Yes	<input type="checkbox"/> Scope
				PSE	2,000	2,000	0	3,400	RW Cert	01/31/20	01/31/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	01/31/20	01/31/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	06/01/20	06/03/20			<input type="checkbox"/> Benefits
				RW Cap	5,000	5,000	0	4,450	End Const	12/30/21	12/30/21			
				Con Cap	52,150	52,150	0	52,150						
				Total	60,000	60,000	0	60,000						
21	10-0161A MER-99	Livingston Widening Northbound	In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanslaus county line. Widen freeway from two lanes to three lanes in the northbound direction only.	PAED	800	0	1,490	1,490	PAED	06/02/14	06/02/14	0	Yes	<input type="checkbox"/> Scope
				PSE	2,050	0	2,291	2,291	RW Cert	02/28/19	11/07/18			<input type="checkbox"/> Cost
				RW Sup	10	0	3	3	RTL	03/29/19	01/18/19			<input checked="" type="checkbox"/> Schedule
				Con Sup	6,343	0	0	6,343	Begin Const	10/16/19	10/16/19			<input type="checkbox"/> Benefits
				RW Cap	10	0	7	10	End Const	04/30/21	04/30/21			
				Con Cap	35,638	29,050	0	41,138						
				Total	44,851	29,050	3,791	51,566						

3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond
approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
22	10-0944M STA-132	Route 132 Expressway, Phase 1	In Modesto, on Route 132 from 0.2 mile east of Stone Avenue to 6th Street, and on Route 99 from I Street to Woodland Avenue. Construct 2-lane expressway and improve Route 132/99 interchange.	PAED	10,206	0	6,862	6,862	PAED	03/09/18	03/09/18	0	Yes	<input type="checkbox"/> Scope
				PSE	10,684	0	745	2,747	RW Cert	01/02/19	01/02/19			<input type="checkbox"/> Cost
				RW Sup	455	0	0	0	RTL	01/02/19	01/02/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/15/19	05/01/19			<input type="checkbox"/> Benefits
				RW Cap	14,476	0	35	14,476	End Const	12/31/20	06/01/21			
				Con Cap	122,572	21,000	2,632	82,988						
				Total	158,393	21,000	10,823	111,747						
23	11-0999E SD-11	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility - Segment 2B	Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing. Construct new interchange and begin site preparation design for Commercial Vehicle Enforcement Facility, which includes drainage and utilities.	PAED	0	0	0	0	PAED	03/29/12	04/02/12	0	Yes	<input type="checkbox"/> Scope
				PSE	4,810	4,810	238	4,864	RW Cert	04/12/19	02/12/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	69	RTL	04/15/19	03/12/20			<input type="checkbox"/> Schedule
				Con Sup	5,096	5,096	0	5,388	Begin Const	10/15/19	10/01/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	06/01/21	02/10/23			
				Con Cap	27,212	27,212	0	27,212						
				Total	37,118	37,118	238	37,533						
24	11-0999F SD-11	Otay Mesa East Port of entry-Segment 3A	Near San Diego, on route 11 at 1.9 miles east of Sanyo Avenue Undercrossing. Begin site preparation which includes drainage and utilities.	PAED	0	0	0	0	PAED	04/01/12	04/02/12	0	Yes	<input type="checkbox"/> Scope
				PSE	3,900	3,900	132	3,846	RW Cert	04/07/19	01/17/20			<input type="checkbox"/> Cost
				RW Sup	600	600	0	787	RTL	04/15/19	01/31/20			<input type="checkbox"/> Schedule
				Con Sup	6,100	0	0	5,382	Begin Const	10/20/19	08/21/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	550	550	0	550	End Const	10/20/20	05/31/24			
				Con Cap	29,200	0	0	29,200						
				Total	40,350	5,050	132	39,765						
25	11-1036 SD-905	Route 125/905 Connector	In and near San Diego at Route 125/905 separation. Construct freeway to freeway South-West connector.	PAED	0	0	0	0	PAED	07/30/04	07/30/04	0	Yes	<input type="checkbox"/> Scope
				PSE	4,857	0	1,342	4,839	RW Cert	08/15/19	07/09/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	10	RTL	08/15/19	08/02/19			<input type="checkbox"/> Schedule
				Con Sup	5,000	5,000	0	4,536	Begin Const	03/02/20	04/06/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	04/04/22	04/01/22			
				Con Cap	26,400	16,980	0	26,400						
				Total	36,257	21,980	1,342	35,784						
26	11-1241 SD-VAR	Intelligent Transportation System Technology (Advanced Technology Corridors at Border Ports of Entry)	In San Diego County and Imperial County on various routes at various locations. Install Intelligent Technology Statewide Border Wait Time, implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network.	PAED	818	0	458	458	PAED	11/16/18	10/15/18	0	Yes	<input type="checkbox"/> Scope
				PSE	4,038	2,317	11	4,099	RW Cert	02/01/20	01/31/20			<input type="checkbox"/> Cost
				RW Sup	62	0	0	1	RTL	02/15/20	02/14/20			<input type="checkbox"/> Schedule
				Con Sup	5,938	1,534	0	4,826	Begin Const	07/15/20	07/15/20			<input type="checkbox"/> Benefits
				RW Cap	375	0	0	375	End Const	05/20/22	05/20/22			
				Con Cap	27,945	8,118	0	27,945						
				Total	39,176	11,969	469	38,076						
27	11-1258 IMP-98	Route 98 Widening	In Imperial County. In Calexico from just west of State Route 111 to Rockwood Avenue. Widening Route 98 from 4 to 6 lanes.	PAED	169	0	2,383	2,383	PAED	02/18/09	02/18/09	0	Yes	<input type="checkbox"/> Scope
				PSE	1,650	0	815	1,073	RW Cert	07/30/19	08/30/19			<input type="checkbox"/> Cost
				RW Sup	1,000	0	657	1,059	RTL	08/30/19	09/26/19			<input type="checkbox"/> Schedule
				Con Sup	661	0	0	1,168	Begin Const	02/13/20	03/11/20			<input type="checkbox"/> Benefits
				RW Cap	1,000	0	1	1,000	End Const	05/10/22	05/11/22			
				Con Cap	7,141	3,370	0	7,141						
				Total	11,621	3,370	3,856	13,825						
28	11-1334 SD	Otay Mesa Truck Route, Phase 4A	In San Diego at the existing east/west service road along the border fence on La Media Road. Widen and pave approximately 1.3 miles of existing service road, redirect laden/unladen trucks on dedicated route.	PAED	0	0	1,150	1,150	PAED	02/03/16	02/03/16	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	1,650	0	RW Cert	11/30/18	01/31/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/31/18	02/28/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	06/03/19	07/01/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	4,206	0	End Const	02/28/20	02/28/20			
				Con Cap	12,524	6,000	0	12,524						
				Total	12,524	6,000	7,006	12,524						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
29	11-1335 IMP-7	Calexico East Port of Entry Truck Crossing Improvement	Near the city of Calexico, 0.7 mile south of Route 7 near the U.S./ Mexico border, at the Calexico East Port of Entry Truck Crossing. Widen bridge over the All American Canal to add truck lanes and passenger lanes along with eight foot shoulders.	PAED	3,000	3,000	98	3,062	PAED	06/01/19	06/30/20	0	Yes	<input type="checkbox"/> Scope
				PSE	3,355	0	0	1,344	RW Cert	01/10/20				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/02/20				<input type="checkbox"/> Schedule
				Con Sup	2,517	0	0	1,802	Begin Const	07/05/20				<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	11/05/21				
				Con Cap	20,972	0	0	20,972						
				Total	29,844	3,000	98	27,179						
30	12-3834 ORA-57	SR-57 - Lambert Road Interchange Improvements	In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; modify NB off-ramp; lower Lambert Road and widen NB Lambert Road UC bridge to to accommodate future truck-climbing lane.	PAED	1,000	0	1,139	1,139	PAED	11/25/15	11/25/15	0	Yes	<input type="checkbox"/> Scope
				PSE	6,872	0	2,068	2,068	RW Cert	05/01/19	09/24/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	04/01/19	09/24/18			<input type="checkbox"/> Schedule
				Con Sup	16,000	16,000	0	12,902	Begin Const	01/02/20	03/01/19			<input type="checkbox"/> Benefits
				RW Cap	12,458	0	0	12,458	End Const	01/02/23	07/08/21			
				Con Cap	71,103	49,705	0	71,103						
				Total	107,433	65,705	3,275	100,239						
31	75-4961 VEN	Rice Avenue/Fifth Street/UPRR Grade Separation Project	In the City of Oxnard at the Rice Avenue / Fifth Street (Route 34) / UPRR intersection. Construct grade separation structure to elevate Rice Avenue over Fifth Street and the UPRR track to eliminate the existing at-grade railroad crossing. The project also includes the construction of two connector roads, one in the southeast quadrant and another in the southwest quadrant of the Rice Avenue grade separation, to provide access	PAED	3,132	0	0	0	PAED	05/16/18	05/01/18	0	Yes	<input type="checkbox"/> Scope
				PSE	6,860	4,406	0	4,406	RW Cert	12/01/19	12/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/01/19	12/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	06/01/20	06/01/20			<input type="checkbox"/> Benefits
				RW Cap	8,000	8,000	0	8,000	End Const	12/31/23	07/01/22			
				Con Cap	61,200	56,200	0	56,200						
				Total	79,192	68,606	0	68,606						
32	75-T0002 SJ	Fyffe Avenue Grade Separation	In Stockton on the northern limits of the Navy Drive Bridge at the San Joaquin River to the Port of Stockton West Complex entrance. Construct a grade separated crossing; four lane overcrossing over the Fyffe Avenue rail line, realign McCloy Avenue south of its current location to form a stop-controlled intersection.	PAED	200	0	0	0	PAED	10/30/18	05/18/18	0	Yes	<input type="checkbox"/> Scope
				PSE	1,400	1,000	65	1,400	RW Cert	02/01/19	02/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	09/01/19	09/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	03/01/19	06/27/20			<input type="checkbox"/> Benefits
				RW Cap	400	0	0	400	End Const	09/01/20	06/27/23			
				Con Cap	11,000	8,000	0	11,000						
				Total	13,000	9,000	65	13,000						
33	75-T0004 ALA	Quiet Zone Safety Engineering Measures	In Emeryville, at three at-grade crossings on 65th Street, 66th Street, and 67th Street just east of Shellmound Street. Install four quadrant gates, raised median, and sidewalks at three at-grade railroad crossings.	PAED	75	0	75	75	PAED	05/01/18	07/20/18	0	Yes	<input type="checkbox"/> Scope
				PSE	405	0	50	405	RW Cert	02/01/19	02/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	04/01/19	04/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	09/01/19	02/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	05/01/20	05/01/20			
				Con Cap	6,000	4,200	0	6,000						
				Total	6,480	4,200	125	6,480						
34	75-T0005 LA	Alameda Corridor Southern Terminus Gap Closure	In Los Angeles County at the Port of Los Angeles. Extension of the TraPac lead track and San Pedro main line track of approximately 5000 linear feet and will connect to the Alameda Corridor. Work includes the relocation and/or protection of existing underground utilities and the relocation of power poles, utility meters, and perimeter fencing.	PAED	0	0	0	0	PAED	11/16/18	12/01/18	0	Yes	<input type="checkbox"/> Scope
				PSE	969	969	561	0	RW Cert	08/01/19	04/30/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	08/01/19	08/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	01/31/20	02/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	01/31/21	01/31/21			
				Con Cap	8,560	5,992	0	0						
				Total	9,529	6,961	561	0						
35	75-T0008 LA	Montebello Boulevard Grade Separation Project	In the City of Montebello, along the Alameda Corridor-East Corridor at Montebello Boulevard. Replace at-grade crossing with a new grade separated undercrossing.	PAED	0	0	0	0	PAED	06/01/18	06/01/18	0	Yes	<input type="checkbox"/> Scope
				PSE	19,761	0	5,530	19,761	RW Cert	08/01/18	04/01/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	10/01/19	06/01/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	01/01/20	01/01/21			<input checked="" type="checkbox"/> Benefits
				RW Cap	33,100	0	751	33,100	End Const	01/01/24	01/01/24			
				Con Cap	75,750	49,000	0	75,750						
				Total	128,611	49,000	6,281	128,611						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	TCEP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
36	75-T0009 LA	Turnbull Canyon Road Grade Separation Project	In the City of Industry and unincorporated Los Angeles County, along the Alameda Corridor-East Trade Corridor at Turnbull Canyon Road. Replace at-grade crossing with a new grade separated undercrossing. Add sidewalks and bike lanes.	PAED	0	0	0	0	PAED	06/01/18	06/01/18	0	Yes	<input type="checkbox"/> Scope
				PSE	10,106	0	0	10,106	RW Cert	10/01/19	10/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/01/20	03/01/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	06/01/20				<input type="checkbox"/> Benefits
				RW Cap	33,885	0	0	33,885	End Const	03/01/23	03/01/23			
				Con Cap	42,255	29,000	0	42,255						
				Total	86,246	29,000	0	86,246						
37	75-T0012 SD	National City Marine Terminal Rail Track Extension Project	In National City at the National City Marine Terminal. Construct connector track and realign Marina Way.	PAED	0	0	0		PAED		11/05/19	0	No	<input checked="" type="checkbox"/> Scope
				PSE	585	585	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/01/20	12/01/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	09/01/20				<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	04/01/22				
				Con Cap	0	0	0							
				Total	585	585	0	0						
38	75-T0013 SD	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project	In San Diego in the San Diego Bay at the Tenth Avenue Marine Terminal. Expand shore power and purchase a barge-based "Bonnet" system.	PAED	0	0	0		PAED			0	Yes	<input checked="" type="checkbox"/> Scope
				PSE	0	0	0		RW Cert	03/01/19				<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	10/15/19	10/15/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	08/01/19	12/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0		End Const	04/01/20	06/30/23			
				Con Cap	8,000	5,600	0							
				Total	8,000	5,600	0	0						
39	75-T0014 SD	Sorrento to Miramar, Phase 2 Intermodal Improvements	In the city of San Diego along the LOSSAN rail corridor from Mile Post (MP) 250.9 near I-805 to MP 253 near Miramar Road. Add 1.9 miles of double-track, curve straightening, and new signals.	PAED	0	0	7,604	7,604	PAED	06/30/18	05/23/18	0	Yes	<input type="checkbox"/> Scope
				PSE	6,037	0	85	0	RW Cert	07/01/20	06/30/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/01/20	06/30/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/30/20				<input type="checkbox"/> Benefits
				RW Cap	15,000	10,500	0	0	End Const	07/30/24				
				Con Cap	108,000	0	0	0						
				Total	129,037	10,500	7,689	0						

 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond
approved fiscal year or EAC over budget.

Bold Milestone achieved
or phase allocated

EAC = Estimate at Completion
Approved = Last Commission action

Trade Corridor Enhancement Program (TCEP) Corrective Action Plans

Dist-PPNO					
<u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
02-3445A SHA-5	Redding to Anderson Six Lane - Phase 1 & 2		Construction Contract Acceptance was updated to match baseline agreement	Baseline & PPR were developed at the same time the project was allocated. For STIP projects, or R/W on projects funded from STIP funds, R/W is adjusted at the time of allocation, and in this case it was prior to the baseline being approved. Due to the adjustment at vote there is \$40k in more programmed in R/W than after the vote. This will show up as a discrepancy as compared with the approved Baseline. Agency has identified a potential \$4,000 in TCEP savings.	
04-2103D ALA	7th Street Grade Separation (East)			NEPA clearance was obtained on 10/25/18, track and structures concept plans were submitted to UPRR for review, and ongoing coordination with UPRR, City of Oakland, and Port of Oakland. Administrative request was sent to Caltrans/CTC in December 2018 to reallocate entire SB1 LPP funds from the PA&ED phase to the PS&E phase due to delay in procurement of the consultant contract. Alameda CTC confirmed with CTC staff that this action will not require a Baseline Agreement amendment or a Corrective Action Plan.	
07-2002A LA	Rosecrans / Marquardt Grade Seperation		Project schedule has been extended due ROW acquisition. STIP funds will need to be moved from FY19-20 to FY20-21 Agency will request a time extension for TCEP funds.	The project cost was increased due to ongoing rise in real estate values in the area.	
07-T0007 LA	Pier G and J Double Track		Project construction schedule has been adjusted to align with grant funding deadlines.	The cost has been adjusted to reflect changes in actual design expeditures to date. There's no corrective action required since this is reporting of actual expenditures covered by the Port of Long Beach local funding.	
08-3010T RIV-60	Route 60 Truck Safety and Efficiency Project - Phase 1A		The team is currently analyzing the schedule. It is anticipated to request for a time extension in early 2019.		
10-0161A MER-99	Livingston Widening Northbound			The PA&ED expenditures were completed under the parent project. Starting with the PS&E phase, the project was split into the northbound and the southbound projects. For PS&E, Const Capital and Const Support, additional work is needed to move critical project elements from the southbound project to the northbound project. Prop 1B SR-99 Bond savings will be used to fund the additional Const Support and Capital.	

Trade Corridor Enhancement Program (TCEP) Corrective Action Plans

Dist-PPNO					
Co-Route	Title	Scope	Schedule	Cost	Benefits
11-0999E SD-11	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility - Segment 2B		The milestone dates: Right of Way Cert, Ready to List, Begin Construction and End Construction are delayed approximately 11 months due to the project schedule being developed to align with the programmed allocation dates established in the CTC recommendation dated May 4, 2018. Additionally, at the time of the application for these funds it was anticipated the design allocation would occur in May 2018 but the actual allocation occurred three months later in August.		
11-0999F SD-11	Otay Mesa East Port of entry-Segment 3A		The milestone dates: Right of Way Cert, Ready to List, Begin Construction and End Construction are delayed approximately 10 months due to the project schedule being developed to align with the programmed allocation dates established in the CTC recommendation dated May 4, 2018. Additionally, at the time of the application for these funds it was anticipated the design allocation would occur in May 2018 but the actual allocation occurred three months later in August.		
11-1334 SD	Otay Mesa Truck Route, Phase 4A		R/W, PS&E and Construction expected completion date extended due to eminent domain negotiations.		
11-1335 IMP-7	Calexico East Port of Entry Truck Crossing Improvement		When PAED kicked off, it was made clear that more time would be needed to complete the necessary environmental studies including coordinating with all involved agencies. The sponsors are not the owner/operator of the of the project facility, therefore the difficulty in obtaining background documentation has created a delay. There was a three-month delay in allocating the PAED funds from the time expected in the application schedule. For these reasons the PAED has been delayed a year.		
75-T0008 LA	Montebello Boulevard Grade Separation Project		The right of way is being acquired through eminent domain, which is taking longer than agency had anticipated.		
75-T0012 SD	National City Marine Terminal Rail Track Extension Project	Agency is currently evaluating the connector track and track realignment portion of the project. The agency will request an extension at a future CTC meeting to align PS&E allocation with the completion of the EIR.			
75-T0013 SD	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project	Currently evaluating shore power portion of the project. Timing of request submission, and associate budget changes are TBD at this time.			

Local Partnership Program Report

Progress Report: October 1, 2018 – December 31, 2018

Local Partnership Program (LPP)

Program Objectives: The objective of the LPP is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. The initial programming cycle for Fiscal Years 2017-18 through 2019-20, will distribute 50 percent of the funds through a competitive process (LPP-C) and 50 percent via formula (LPP-F.)

The 2018 LPP Competitive Program (LPP-C)

LPP-C is a three-year program, with nearly \$309 million in funding for 2017-18 through 2019-20. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018, consisting of 27 projects, with 34 segments, valued at more than \$1.7 billion, and leveraging more than \$1.3 billion in other funding. The selected projects provide multimodal improvements in localities across the state, including new transit stations, tracks for passenger rail high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation. Projects not selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

The 2018 LPP Formulaic Program (LPP-F)

The initial cycle will cover 2017-18 and 2018-19, with annual programming cycles thereafter. Jurisdictions with voter approved taxes, tolls and fees will be eligible for a formulaic distribution of funds if the taxes, tolls or fees are dedicated solely for transportation.

2018 LPP Competitive at a Glance:

Total programmed LPP-C funds (3-year period)	\$309 Million
Number of programmed project segments within the 27 approved projects	34
Total cost of all programmed projects	\$1.7 Billion
Number of projects (segments) allocated	12
Total LPP-C dollars allocated	\$86.5 Million
Number of awarded projects (segments)	3
Total SB 1 dollars of awarded projects	\$57.6 Million
Total remaining LPP-C program funds	\$0



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.



LPP-C Program Status: Cycle 1 of LPP-C funding included programming for 3 years. Cycle 2 is expected to be programmed in 2019-20 and will include projects to be funded in 2020-21 and 2021-22. Six projects in LPP-C Cycle 1 are also funded with other SB 1 funding sources such as the Active Transportation Program (ATP), Local Partnership Program Formula (LPP-F), Solutions for Congested Corridors (SCCP) and the State Highway Operation and Protection Program (SHOPP). 12 projects have received allocations of LPP-C funds totaling \$86.5 million with a total project cost of \$237.6 million leveraged with other state and local funds.

LPP-F Program Status: LPP-F Cycle 1 was adopted by the Commission in January 2018. Cycle 2 was adopted in October 2018. There are currently 97 projects programmed using \$264.3 million of LPP-F funds.

Program Benefits: Expected benefits (Outputs) for the LPP-C projects are as follows:

Category	Outputs	Planned as Adopted into Program		Delivered and Ready for Construction		Completed and Open to Traffic	
		Miles	Each	Miles	Each	Miles	Each
Local Improvements	New Roadway Lane	13.1		.9		-	-
	Intersections Modified		27		14	-	-
	Bicycle Lane	20.2		6		-	-
	Local Road Operational Improvements	53		51		-	-
	Local Road Lane Rehab	16.4		5.5		-	-
	Sidewalk	9.2		6		-	-
	Pedestrian Bicycle Facilities	12.8		10.3		-	-
	Signs, Lights, Greenway & Other Safety Beautification		50		50	-	-
	Mixed Flow Lane	1.6				-	-
	New Bridge		3			-	-
	Operational Improvements		2		1	-	-
	Intersections Constructed New		2			-	-
Intercity Rail / Mass Transit	Transit Vehicles		59			-	-
	Grade Separation / Rail Crossing Improvements	17				-	-
	Pedestrian / Bicycle Facilities	1				-	-
	Station Improvements		1			-	-
	New Track	10		9		-	-

		Planned as Adopted into Program		Delivered and Ready for Construction		Completed and Open to Traffic	
Category	Outputs	Miles	Each	Miles	Each	Miles	Each
State Highway Road Construction	Modified / Improved Interchanges		7		4	-	-
	Mixed Flow Lane Constructed	7.8		7.8		-	-
	High Occupancy Vehicle Lane Constructed	24		2		-	-
	Auxiliary Lane Constructed	3				-	-
	Operational Improvements		8.5			-	-
	Intersections Modified		5			-	-
	Sound Wall Constructed	1.1				-	-
	Pedestrian / Bicycle Facilities	0.6				-	-

Project Baseline Agreements

Total Required	12
To Date	9
Future	3

Construction Contract Awards

	Current Quarter	To Date
Planned	1	3
Actual	1	3

Completion Reports @ Contract Acceptance or Open to Public

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Final Delivery Reports

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Baseline Agreements: There are 12 LPP-C projects that require baseline agreements. Three of the 12 are also funded with SB 1 SCCP funds. To date, nine baseline agreements have been approved. The remaining three baseline agreements will be approved at a future Commission meeting. There are 15 LPP-C projects that do not require baseline agreements due to the dollar threshold.

Construction Contract Awards: As of December 31, 2018, three out of 34 construction contracts have been awarded.

Completion Reports: As of December 31, 2018, no completion reports were required.

Final Delivery Reports: As of December 31, 2018, no final delivery reports were required.

Summarize changes to the scope, cost, schedule and expected benefits: As of December 31, 2018, 13 projects have potential scope, cost, schedule and/or benefits risks. These risks are identified in Attachment 2.

Attachments:

1. List of LPP-C Projects
2. LPP-C corrective action plan for cost, scope and schedule risks

Local Partnership Program (LPP) Project List
October 1 - December 31, 2018

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	LPP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule*	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
1	03-1217A ED-50	Western Placerville Interchanges Phase 2	In the City of Placerville, on US 50 at Ray Lawer Drive. Upgrade Interchange. Construct Eastbound US 50 offramp and associated improvements to Forni Road and Ray Lawyer Drive.	PAED	123	0	0	0	PAED			0	No	<input type="checkbox"/> Scope
				PSE	1,840	0	196	196	RW Cert		07/27/17			<input checked="" type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		07/27/17			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		01/09/18			<input checked="" type="checkbox"/> Benefits
				RW Cap	100	0	0	100	End Const		09/01/19			
				Con Cap	17,723	1,070	0	17,723						
				Total	19,786	1,070	257	18,720						
2	03-1784 SAC	Capital Southeast Connector - Segment B2	In Elk Grove on Grant Line Road from Waterman Road to Bradshaw Road. Realign and widen from 2 to 4 lanes and signalize at Mosher Road and Bradshaw Road. (Part of the overall Capital Southeast Connector project).	PAED	831	0	831	831	PAED	08/29/17	08/29/17	0	Yes	<input type="checkbox"/> Scope
				PSE	2,603	0	650	2,603	RW Cert	11/01/19	11/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	11/01/19	11/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/20	04/01/20			<input type="checkbox"/> Benefits
				RW Cap	4,811	0	1,202	4,811	End Const	08/01/21	08/01/21			
				Con Cap	15,100	7,000	0	15,100						
				Total	23,345	7,000	2,683	23,345						
3	03-1785 SAC	Capital Southeast connector - Segment D3	In Folsom on White Rock Road in the vicinity of the Scott Road Intersection. Widen 1 mile of 4-lane roadway and signalize 1 Intersection.	PAED	1,400	0	1,400	1,400	PAED			0	Yes	<input type="checkbox"/> Scope
				PSE	2,500	0	625	2,500	RW Cert	11/01/19	11/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	11/01/19	11/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/20	04/01/20			<input type="checkbox"/> Benefits
				RW Cap	1,500	0	375	1,500	End Const	12/30/22	12/30/22			
				Con Cap	25,865	10,000	0	25,865						
				Total	31,265	10,000	2,400	31,265						
4	03-1789 SAC	Capital Southeast Connector - Segment A2	In Elk Grove, on Kammerer Rd from the Big Horn Boulevard to the Lotz Parkway. Widen and intersection improvements at 3 intersections. (Part of the overall Capital Southeast Connector).	PAED	1,100	0	1,100	1,100	PAED			0	Yes	<input type="checkbox"/> Scope
				PSE	900	0	0	900	RW Cert	11/01/19	11/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	11/01/19	11/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	04/01/20	04/01/20			<input type="checkbox"/> Benefits
				RW Cap	1,400	0	0	1,400	End Const	08/01/21	08/01/21			
				Con Cap	8,400	3,000	0	8,400						
				Total	11,800	3,000	1,100	11,800						
5	03-1790 SAC	The Downtown Sacramento Grid 3.0 Mobility Project	The project proposes to reconfigure the existing roadways to accommodate protected bikeways and to improve traffic circulation. This will include two types of improvements: Class IV parking-protected bikeways (9th Street, 10th Street, P Street, Q Street), and two-way conversions (5th Street, I Street). The construction of the Class IV parking-protected	PAED	460	0	15	15	PAED		03/27/18	0	No	<input type="checkbox"/> Scope
				PSE	845	0	0	845	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		03/30/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		06/30/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const					
				Con Cap	10,000	5,000	0	10,000						
				Total	11,305	5,000	15	11,305						
6	03-1926 YOL	W. Main Street Bicycle/Pedestrian Mobility and Safety	The project location is on W. Main Street in the City of Woodland from West Street to County Road 98. The project scope includes new bicycle lanes, sidewalk gap closures and ADA accessible ramps, transit access improvements, narrows travel lanes, sidewalk gap closures and ADA accessible ramps, transit access improvements, narrows travel lanes,	PAED	0	0	0	0	PAED		03/31/18	0	No	<input type="checkbox"/> Scope
				PSE	1,247	0	573	573	RW Cert		04/01/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		06/01/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		02/28/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		12/31/19			
				Con Cap	10,193	2,000	0							
				Total	11,440	2,000	573	650						
7	04-0298E CC-4	I-680/SR 4 Interchange - Widen Route 4 (Phase 3)	In Pacheco around the I-680/SR 4 Interchange: Widen State Route 4 in the median to provide a third lane in each direction from Morello Avenue to State Route 242. Widen five bridge structures at Pacheco Blvd, I-680, Walnut Creek, Solano Way and Peralta Road, and replacement of Grayson Creek Bridge in each direction of SR 4.	PAED	5,000	0	2,410	2,410	PAED	02/19/09	02/19/09	86,306	Yes	<input type="checkbox"/> Scope
				PSE	9,900	0	3,633	3,633	RW Cert	04/19/18	04/19/18			<input type="checkbox"/> Cost
				RW Sup	1,000	0	0	0	RTL	05/30/18	05/30/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	09/19/18	12/03/18			<input type="checkbox"/> Benefits
				RW Cap	18,700	0	2,390	18,700	End Const	10/30/20	03/31/21			
				Con Cap	101,695	33,600	0	101,695						
				Total	136,295	33,600	9,343	129,489						



3 to 6 months behind schedule.
6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated
* Approved schedules shown only for projects with approved baseline agreements.

EAC = Estimate at Completion
Approved = Last Commission action

**Local Partnership Program (LPP) Project List
October 1 - December 31, 2018**

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	LPP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule*	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
8	04-0462H SCL-101	Mathilda Avenue Improvements at SR 237 and US 101	In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, Construct improvements including on and off-ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and	PAED	4,000	0	1,036	1,036	PAED	01/20/17	01/20/17	26,626	Yes	<input type="checkbox"/> Scope
				PSE	3,200	0	911	911	RW Cert		01/07/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	06/15/18	01/07/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	12/01/18	12/07/18			<input type="checkbox"/> Benefits
				RW Cap	800	0	0	800	End Const		06/08/20			
				Con Cap	34,000	17,000	0	34,000						
				Total	<u>42,000</u>	<u>17,000</u>	1,987	<u>38,280</u>						
9	04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment	In the cities of San Carlos, Millbrae, Burlingame, San Mateo and Belmont in San Mateo County, and Menlo Park and East Palo Alto in Santa Clara County, from Matadero Creek to just North of I-380. Construct Express Lanes, from Whipple Avenue to just North of I-380 and install necessary Express Lanes infrastructure for both northern and southern segments.	PAED	21,000	0	16,879	16,879	PAED	10/31/18	10/31/18	0	Yes	<input checked="" type="checkbox"/> Scope
				PSE	39,477	0	4,836	17,962	RW Cert	05/01/19	06/30/19			<input checked="" type="checkbox"/> Cost
				RW Sup	1,000	0	13	936	RTL	05/01/19	07/02/19			<input type="checkbox"/> Schedule
				Con Sup	34,000	0	0	40,539	Begin Const	07/01/19	07/01/19			<input type="checkbox"/> Benefits
				RW Cap	16,000	0	0	16,000	End Const	02/01/23	07/01/21			
				Con Cap	<u>328,495</u>	<u>20,000</u>	0	<u>328,495</u>						
				Total	<u>439,972</u>	<u>20,000</u>	21,728	<u>420,840</u>						
10	04-2122H CC	Rumrill Boulevard Complete Streets	In San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South; Complete Streets Improvement and road diet.	PAED	0	0	0	0	PAED		03/30/18	0	No	<input type="checkbox"/> Scope
				PSE	1,160	0	340		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		03/15/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		10/14/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		12/30/20			
				Con Cap	<u>12,823</u>	<u>3,200</u>	0							
				Total	<u>13,983</u>	<u>3,200</u>	340	0						
11	04-2320B ALA	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	In Alameda and Contra Costa counties across 13 densely populated cities and adjacent unincorporated areas. This project will procure 59 new 40-foot hybrid diesel-electric buses equipped with real-time bus dispatch and tracking systems, electronic and cash fare collection, and bike racks to replace existing diesel buses.	PAED	1,006	0	0		PAED			0	No	<input type="checkbox"/> Scope
				PSE	1,000	0	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		09/01/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		12/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		12/01/21			
				Con Cap	<u>66,165</u>	<u>15,000</u>	<u>15,000</u>							
				Total	<u>68,171</u>	<u>15,000</u>	15,000	0						
12	04-9098M SF	Jefferson Street Improvements, Phase II	In the City and County of San Francisco, on Jefferson Street from Powell Street to Jones Street. The project includes the installation of narrowed geometrically-patterned street, widened sidewalks, pedestrian-scale lighting, bike parking, new landscaping, trees, and public seating.	PAED	0	0	0		PAED			0	No	<input type="checkbox"/> Scope
				PSE	0	0	0		RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		01/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		10/15/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		12/31/20			
				Con Cap	<u>13,565</u>	<u>6,782</u>	0	<u>13,565</u>						
				Total	<u>13,565</u>	<u>6,782</u>	0	<u>13,565</u>						
13	05-2572 MON	Marina-Salinas Multimodal Corridor (Imjin Safety & Traffic Flow)	In Marina, on Imjin Road from the existing 4-lane section to Reservation Road. Widen roadway from two to four lanes.	PAED	1,650	0	99	1,650	PAED		02/19/19	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert		09/18/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		10/16/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/29/20			<input checked="" type="checkbox"/> Benefits
				RW Cap	1,550	0	0	0	End Const		11/09/21			
				Con Cap	<u>36,100</u>	<u>19,000</u>	0	0						
				Total	<u>39,300</u>	<u>19,000</u>	99	1,650						
14	05-2833A SCR	Glenwood Active Transportation Project - Glenwood Drive	Glenwood Drive is a FHWA classified major collector that runs north-south through the northwest of the Scotts Valley and into unincorporated rural Santa Cruz County. The scope of the Glenwood Drive component of the Project consists of: 1. Widening the roadway to accommodate a bike lane. 2. Adding striping and signage for vehicles and bike lanes	PAED	0	0	0	0	PAED		10/31/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		02/01/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		08/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const					
				Con Cap	<u>1,360</u>	<u>680</u>	0							
				Total	<u>1,360</u>	<u>680</u>	0	0						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated
 * Approved schedules shown only for projects with approved baseline agreements.

EAC = Estimate at Completion
 Approved = Last Commission action

**Local Partnership Program (LPP) Project List
October 1 - December 31, 2018**

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	LPP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule*	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
15	05-2833B SCR	Glenwood Active Transportation Project - SRTS	Pathway and adjacent ADA parking from Siltanen Park to Vine Hill School Road and adjacent to Glenwood Preserve trail heads in northwest Scotts Valley. Scope of work includes: Grading of existing pathway and reconstruction of curb ramps from Vine Hill School Road to the location of the completed SRTS project in Siltanen Park to current ADA standards and	PAED	0	0	0	0	PAED		06/11/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		10/31/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		05/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const					
				Con Cap	310	155	0	0						
				Total	310	155	0	0						
16	05-2833C SCR	Glenwood Active Transportation Project - Glenwood Preserve Trails	Glenwood Open Space Preserve in northwest of the City of Scotts Valley. Glenwood Drive bisects the Glenwood Open Space Preserve into two units, the West Preserve, adjacent to the High School, and the East Preserve, adjacent to Siltanen Park. Scope of work includes five miles of trail construction in the East Preserve consisting of gated access, educational	PAED	0	0	0	0	PAED		08/30/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		11/01/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		05/01/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const					
				Con Cap	330	165	0	0						
				Total	330	165	0	0						
17	06-6968 MAD-41	Oakhurst Midtown Connector	Oakhurst in north-central Madera County. Construct a new, two-lane road connecting SR 41 with Indian Springs Road. The new road will include a bridge over Nelder Creek approximately 365 feet in length. The project also includes new intersection construction at SR 41 and Midtown Connector, including installation of a traffic signal and	PAED	0	0	77	201	PAED		07/01/19	0	No	<input type="checkbox"/> Scope
				PSE	0	0	30	268	RW Cert		04/01/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		04/02/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		08/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		07/01/22			
				Con Cap	11,270	5,000	0	11,270						
				Total	11,270	5,000	107	11,744						
18	07-5498 LA	Claremont: Foothill Boulevard Master Plan Green Streets Improvements Project	Project Limits: Foothill Boulevard in the City of Claremont from Towne Avenue to Monte Vista Avenue (city limit to county line).	PAED	0	0	0	0	PAED		10/27/15	13,988	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		12/12/17			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		09/11/18			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		07/01/20			
				Con Cap	16,000	7,000	0	0						
				Total	16,000	7,000	0	0						
19	07-5503 LA	Vista Canyon Metrolink Station	In the City of Santa Clarita near the intersection of Lost Canyon Road and Soledad Canyon Road. The project will construct a Metrolink Station and includes the following work: one mile of new railroad track and signal improvements along with accessory earthwor and drainage improvements, 25,000 square foot center platform (including canopies, mini-platform,	PAED	0	0	0	0	PAED	08/21/14	08/21/14	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	11/01/18	11/01/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	03/31/19	03/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	06/30/19	06/30/19			<input type="checkbox"/> Benefits
				RW Cap	500	0	0	0	End Const	06/30/21	06/30/21			
				Con Cap	27,710	8,908	0	0						
				Total	28,210	8,908	0	0						
20	07-5504 LA	Metro Orange Line Bus Rapid Transit Improvements	In Los Angeles County on the The Metro Orange Line (MOL) route between the North Hollywood Station and Chatsworth Station BRT improvements will be constructed. Construct one aerial grade-separated structure over five intersections (Van Nuys Blvd., Vesper Ave., Kester Ave., City of LA Driveway, Sepulveda Blvd.) from Tyrone Avenue to	PAED	14,000	0	2,788	2,788	PAED		08/27/18	0	No	<input checked="" type="checkbox"/> Scope
				PSE	32,100	0	899	0	RW Cert		03/31/19			<input checked="" type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		03/31/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		03/31/20			<input type="checkbox"/> Benefits
				RW Cap	6,000	0	0	0	End Const		08/31/23			
				Con Cap	268,200	75,000	0	0						
				Total	320,300	75,000	3,687	0						
21	07-5533 LA-210	La Canada Flintridge Soundwalls Project	In the City of La Canada Flintridge, adjacent to the I-210, from Hampton-Foothill Undercrossing to Berkshire Place Undercrossing. Construct four soundwalls.	PAED	0	0	0	0	PAED		06/30/18	0	No	<input type="checkbox"/> Scope
				PSE	720	0	0	720	RW Cert		10/31/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		11/30/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		06/30/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		11/30/21			
				Con Cap	10,000	5,000	0	10,000						
				Total	10,720	5,000	0	10,720						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated
 * Approved schedules shown only for projects with approved baseline agreements.

EAC = Estimate at Completion
 Approved = Last Commission action

**Local Partnership Program (LPP) Project List
October 1 - December 31, 2018**

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	LPP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule*	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
22	08-1230 SBD	Redlands Passenger Rail Project	Located at five station locations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station, and the University Station. The rail service will run between San Bernardino Transit Center located at Rialto Avenue and E Street in downtown San Bernardino adjacent to San Manuel Stadium and will terminate	PAED	11,384	0	11,821	11,821	PAED	02/01/15	02/01/15	0	Yes	<input checked="" type="checkbox"/> Scope
				PSE	42,340	0	27,791	27,791	RW Cert	08/01/18	08/01/18			<input checked="" type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	08/31/18	09/17/18			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	03/01/19	03/01/19			<input type="checkbox"/> Benefits
				RW Cap	7,866	0	3,250	7,866	End Const	05/31/21	09/30/21			
				Con Cap	230,330	10,831	10,714	230,330						
				Total	291,920	10,831	53,576	291,920						
23	08-1244 SBD	Ranchero Road Widening Project	The Ranchero Road Projects western limits along Ranchero Road begin approximately 1,000 feet east of Mariposa Road and extend to Seventh Avenue to the east for approximately 5 miles. Within the project limits, approximately 3 miles are within the Countys jurisdiction, from the westerly project limits to Topaz Avenue, and the Citys jurisdiction consists of	PAED	100	0	53	100	PAED		03/01/19	0	Yes	<input type="checkbox"/> Scope
				PSE	2,860	0	407	2,860	RW Cert	07/01/18	06/01/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	07/01/18	10/01/19			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	10/01/18	09/01/20			<input type="checkbox"/> Benefits
				RW Cap	3,860	0	0	3,860	End Const	05/01/20				
				Con Cap	30,180	3,900	0	30,180						
				Total	37,000	3,900	460	37,000						
24	08-1247 RIV	County Line Road Transportation Corridor	In the Cities of Calimesa and Yucaipa on County Line Road, between Park Avenue and Bryant Street, the project proposes to construct four (4) single-lane and one (1) multi-lane roundabouts, together with street, pedestrian, and bicycle improvements.	PAED	378	0	0	378	PAED		03/31/19	0	No	<input type="checkbox"/> Scope
				PSE	1,500	0	0	1,500	RW Cert		05/30/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		05/30/19			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		08/30/19			<input type="checkbox"/> Benefits
				RW Cap	650	0	0	650	End Const		01/31/20			
				Con Cap	7,522	3,747	0	7,522						
				Total	10,050	3,747	0	10,050						
25	08-1248 SBD	3rd Street/5th Street Corridor Improvements	In the City of Highland on 5th Street from Victoria to Palm Avenue, 3rd Street from Palm Avenue to 5th Street, Central Avenue from 3rd Street to 5th Street, and Palm Avenue from 3rd Street to 5th Street. Reconstruct, widen and rehabilitate existing roadway and pavement, intersection realignment, construction of a new intersection, construction of a raised	PAED	451	0	0	0	PAED		01/08/17	0	No	<input type="checkbox"/> Scope
				PSE	84	0	0	84	RW Cert		06/30/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		09/19/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		03/01/20			<input type="checkbox"/> Benefits
				RW Cap	713	0	0	713	End Const		03/07/21			
				Con Cap	5,809	1,700	0	5,809						
				Total	7,057	1,700	0	7,057						
26	08-1249 SBD	Alder Avenue and Randall Avenue Roadway Improvements Project	In the City of Rialto on N Alder Avenue between W Baseline Road and W Renaissance parkway and to W Randall Avenue between S Cactus Avenue and S Riverside Avenue the City would like to: add bike lanes, connect sidewalk gaps, add vehicle turn lanes, widen travel lanes, create new roadway medians, modify signal timings, add landscape median,	PAED	0	0	0	0	PAED			0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		02/04/19			<input checked="" type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/18/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		10/01/20			
				Con Cap	4,582	2,291	0	4,582						
				Total	4,582	2,291	0	0						
27	08-3004U RIV-15	I-15/Railroad Canyon IC Project	In the city of Lake Elsinore in Riverside County. The project will widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct	PAED	2,555	0	0	0	PAED	08/25/17		0	Yes	<input type="checkbox"/> Scope
				PSE	3,952	0	259	1,202	RW Cert	10/25/19	11/15/19			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	10/25/19	12/02/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	02/14/20	04/20/20			<input type="checkbox"/> Benefits
				RW Cap	3,788	0	0	3,788	End Const	12/31/21	03/15/22			
				Con Cap	35,000	15,000	0	35,000						
				Total	45,295	15,000	300	42,455						
28	08-3010U SDB-18	Rt 18 West End Widening- Phase 1 Apple Valley Rd Realignment	Town of Apple Valley, Intersection of Highway 18 and Apple Valley Road. The project proposes to improve the vertical alignment and eliminate the offset in horizontal alignment of Apple Valley Road at the intersection with Highway 18 while conforming to the ultimate width of Highway 18. Construction includes widening existing Highway 18 from 4 to 6 lanes,	PAED	0	0	0	0	PAED		04/09/14	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert		02/03/20			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		02/14/20			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		10/01/20			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		11/01/21			
				Con Cap	8,900	4,450	0	8,900						
				Total	8,900	4,450	0	8,900						



 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated
* Approved schedules shown only for projects with approved baseline agreements.

EAC = Estimate at Completion
Approved = Last Commission action

**Local Partnership Program (LPP) Project List
October 1 - December 31, 2018**

No.	Dist-PPNO Co-Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	LPP Budget (\$1,000s)	Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Schedule*	Current Schedule	Award Amount (\$1,000s)	Baseline Approved	Corrective Action Plan
29	10-3414 STA-99	State Route 99/ Fulkerth Road Interchange Improvements	In Stanislaus County at the interchange of State Route 99 and Fulkerth Road in the City of Turlock ramp widening, modifications, and signalization	PAED	0	0	279	279	PAED		05/07/14	0	No	<input type="checkbox"/> Scope
				PSE	0	0	618	618	RW Cert		07/19/18			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		07/24/18			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		11/07/18			<input type="checkbox"/> Benefits
				RW Cap	1,410	0	0	1,410	End Const		12/31/19			
				Con Cap	10,610	3,009	0	10,610						
				Total	<u>12,020</u>	<u>3,009</u>	907	<u>13,746</u>						
30	11-1333 SD	Citracado Parkway Transportation Connections Project	The project fills a critical gap in the transportation network by constructing a .5 mile segment of Citracado Parkway, and improving an additional .5 mile portion from West Valley Parkway to Andreasen Drive. This project will provide four through lanes, sidewalk, energy efficient street lighting, buffered bike lanes, and landscaped parkways. Major	PAED	0	0	0	0	PAED	04/18/12	04/18/12	0	Yes	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert	06/24/18	06/24/16			<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL	12/30/18	06/30/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const	07/01/19	12/30/19			<input checked="" type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const	12/30/20	06/30/21			
				Con Cap	<u>25,717</u>	<u>12,500</u>	0	0						
				Total	<u>25,717</u>	<u>12,500</u>	0	0						
31	12-2174 ORA	Orange County Signal Synchronization - Katella Ave/Villa Park Road/Santiago Canyon Project	In the County of Orange at the following locations: Katella Avenue/Villa Park Road/Santiago Canyon Road from I-605 to Lemon Street. Improve, enhance, and synchronize signals at multiple intersections.	PAED	0	0	0	0	PAED		07/10/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		12/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/19/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		06/30/20			
				Con Cap	<u>4,898</u>	<u>2,449</u>	0	0						
				Total	<u>4,898</u>	<u>2,449</u>	0	0						
32	12-2184 ORA	Orange County Signal Synchronization - Garden Grove Boulevard from Valley View Street to	In the County of Orange, on Garden Grove Boulevard from Valley View Street to Bristol. Improve, enhance, and signal synchronization at multiple intersections.	PAED	0	0	0	0	PAED		07/10/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		12/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/19/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		06/30/20			
				Con Cap	<u>2,706</u>	<u>1,353</u>	0	0						
				Total	<u>2,706</u>	<u>1,353</u>	0	0						
33	12-2185 ORA	Orange County Signal Synchronization - Los Alisos Boulevard - Aliso Viejo Parkway/Columbia to	In the County of Orange on Los Alisos Boulevard from Aliso Viejo Parkway/Columbia to Melinda Road/Santa Margarita Parkway. Improve, enhance, and synchronize signals at multiple intersections.	PAED	0	0	0	0	PAED		07/10/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		12/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/19/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		06/30/20			
				Con Cap	<u>2,234</u>	<u>1,117</u>	0	0						
				Total	<u>2,234</u>	<u>1,117</u>	0	0						
34	12-2186 ORA	Orange County Signal Synchronization - Main Street from Taft Avenue to Culver Drive	In the County of Orange on Main Street from Taft Avenue to Culver Drive. Improve, enhance, and synchronize signals at multiple intersections.	PAED	0	0	0	0	PAED		07/10/18	0	No	<input type="checkbox"/> Scope
				PSE	0	0	0	0	RW Cert					<input type="checkbox"/> Cost
				RW Sup	0	0	0	0	RTL		12/31/19			<input type="checkbox"/> Schedule
				Con Sup	0	0	0	0	Begin Const		04/19/19			<input type="checkbox"/> Benefits
				RW Cap	0	0	0	0	End Const		06/30/20			
				Con Cap	<u>3,852</u>	<u>1,926</u>	0	0						
				Total	<u>3,852</u>	<u>1,926</u>	0	0						

 3 to 6 months behind schedule.
 6+ months behind schedule or delayed beyond approved fiscal year or EAC over budget.

Bold Milestone achieved or phase allocated
 * Approved schedules shown only for projects with approved baseline agreements.

EAC = Estimate at Completion
 Approved = Last Commission action

Local Partnership Program (LPP) Corrective Action Plans

Dist-PPNO					
Co-Route	Title	Scope	Schedule	Cost	Benefits
03-1926 YOL	W. Main Street Bicycle/Pedestrian Mobility and Safety		Construction to begin Spring 2019. Completion fall 2019. A time extension has been submitted.		
03-1217A ED-50	Western Placerville Interchanges Phase 2		PA&ED -March 2019 **1-Year Extension Request to CTC - March 2019 PS&E - July 2019 CON - April 2020	Changed to a stand alone project from utilizing a contract change order within an on-going construction contract. Requested the use of SHOPP Minor A funds for construction of eligible components on the project. Additional conversation between Caltrans, Agency and CTC needs to take place.	Revising the approach will ensure proper administration of the various funding sources compliant with law while including the previously stated benefits of the project overall.
03-1790 SAC	The Downtown Sacramento Grid 3.0 Mobility Project		The schedule was delayed due to required adjustments in local funding sources for PA&ED/PS&E, which delayed the Council approval of the Capital Improvement Project. With the Council approval of the CIP in November, an accelerated delivery schedule has been established for internal staff and the consultant teams. The schedule shows maintaining allocation within the programming years.		
04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment	Overall scope did not change. The project was split into two Northern and Southern Segments to accelerate overall delivery.		Overall cost did not change. The project was split into two Northern and Southern Segments to accelerate overall delivery.	
04-2122H CC	Rumrill Boulevard Complete Streets		Completion of the PS&Es delayed by approximately six months in trying to resolve utility conflicts.		
04-9098M SF	Jefferson Street Improvements, Phase II		Project is proposing to delay the advertising and award of the project to Fall 2019 to help reduce the overall construction duration as well as reduce the disruption to the merchants by only construction during 1 summer instead of the possibility of 2 summers with the previous schedule. Summer (May-October) is the bussiest time for the merchants with large pedestrian volumes. A time extension has been submitted.		
05-2572 MON	Marina-Salinas Multimodal Corridor (Imjin Safety & Trafic Flow)		US Fish and Wildlife requested that the project team prepare a Mitigation and Monitoring Plan (MMP) that satisfies their conditions, and the MMP conditions be included in the project CEQA. We addressed 2 rounds of comments before the MMP was approved by Caltrans. Since the project schedule was originally developed under the assumption that all activities associated with the MMP would happen after CEQA/NEPA approval, it resulted in delay of the adoption of CEQA. CEQA is scheduled to be complete 2/19/19.		

Local Partnership Program (LPP) Corrective Action Plans

Dist-PPNO					
<u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
07-5504 LA	Metro Orange Line Bus Rapid Transit Improvements	Based on conceptual design and discussions with City of LA, the proposed updated SOW is to construct grade separated structures to elevate the busway, bike path, and stations only at Van Nuys and Sepulveda Blvds, and will build four-quadrant railroad-type gates at up to 35 intersections between North Hollywood and Chatsworth. Additional conversation between Caltrans, Agency and CTC needs to take place.		Based on conceptual engineering, a preliminary rough order of magnitude project cost estimate ranges from \$320 to \$393 Million. The PS&E Phase will refine cost estimate. The increase mainly comes from the latest cost estimate for the four quadrant safety gates. Any increases above the \$320M in the approved PPR will be funded with Metro's local funds.	
08-1230 SBD	Redlands Passenger Rail Project	San Bernardino County Transportation Authority has identified a potential scope adjustment from the approved Baseline Agreement. An amendment request will be forthcoming.	Due to the challenges in Right-of-Way (ROW) acquisition, relocating impacted utilities (Southern California Edison), and final design modifications, the end date for the construction phase has moved from 5/31/2021 to 9/30/2021.	Actual PA&ED expenditures slightly exceeded PA&ED initial cost estimates. "Planned Expenditure at Completion" amount for PS&E has been adjusted so as not to exceed the total project cost.	
08-1244 SBD	Ranchero Road Widening Project		Due to plan revisions that are required for public safety and protection of the forthcoming improvements, the schedule has changed. There was enough time allotted for the construction phase that these changes should be mostly absorbed and potentially delay construction completion by only 4 months. It is anticipated that construction could be completed as originally scheduled; however it is too early to determine. An extension is not being requested at this time.		
08-1247 RIV	County Line Road Transportation Corridor		Other City projects were put on hold to help fund this project. The City was hesitant to move forward on initial phases of the project with the possibility of losing funding for construction. The schedule has slid the more than 6 months that the SB1 Program's future was uncertain. While it is anticipated a time extension will be necessary, it is also expected that through diligent oversight the completion of construction will occur within the time extension deadline.		
08-1249 SBD	Alder Avenue and Randall Avenue Roadway Improvements Project		Construction Schedule was revised to reflect delays for the consultant selection process per Caltrans LAPM (10C) Exhibit.		
11-1333 SD	Citracado Parkway Transportation Connections Project		Construction schedule adjusted based on timeline from SDG&E for relocation of existing utility poles that conflict with project design and timeline for the completion of the utility underground design and to allow for execution of all agreements with utility companies.		

State Highway Operation and Protection Program Report

Progress Report: October 1, 2018 – December 31, 2018

State Highway Operation and Protection Program (SHOPP)

Program Objectives: The SHOPP is a four-year portfolio of projects adopted by the California Transportation Commission (Commission.) Projects included in the SHOPP are limited to capital improvements related to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.

The SHOPP Program

A four-year program funded with a combination of federal and state funds, including the Road Maintenance and Rehabilitation Account created by SB 1 of 2017. The 2018 SHOPP was adopted in March 2018 for \$18 billion for the four-year period ending in Fiscal Year 2021-22. SB 1 provides approximately \$6.4 billion of the funding in the 2018 SHOPP and \$442 million prior to the 2018 SHOPP. In general, only projects that improve the condition of pavement, bridges, culverts and Transportation Management System (TMS) elements will receive SB 1 funding. SB 1 requires that the Department measure the degree to which progress is made annually toward achieving the following minimum performance targets by 2027:

- 98% of state highway system pavement in good or fair condition.
- 90% in the level of service achieved for maintenance of potholes, spalls, and cracks.
- 90% of culverts in good or fair condition.
- 90% of TMS elements in good condition.
- Fix an additional 500 bridges.



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.

2018 SHOPP at a Glance:	Total
Total programmed SB 1 funds (4-year period)	\$6.4 Billion
Total cost of all programmed projects	\$18.0 Billion
Number of projects programmed	1,156 ¹

¹ It is anticipated that 476 projects will receive an SB 1 allocation

SHOPP at a Glance:	Pre-2018 SHOPP	2018 SHOPP	Total
Total programmed SHOPP funds	\$2.4 Billion ²	\$18.0 Billion	\$20.4 Billion
Number of programmed projects	96	1,156	1,252
Total cost of all programmed projects	\$2.4 Billion	\$18.0 Billion	\$20.4 Billion
Number of projects allocated	96	1,130	1,226
Total SHOPP dollars allocated	\$2.2 Billion	\$2.6 Billion	\$5 Billion
Number of awarded projects	57	26	83
Total dollars of awarded projects	\$672 Million	\$118 million	\$790 Million
Total remaining SHOPP allocations	\$0	\$15.4 Billion ³	\$15.4 Billion

² Projects included in this column are just the pre-2018 SHOPP projects that received SB 1 allocations.

³ Additional 2018 SHOPP projects will receive allocations when 1) The Project Approval phase is complete and Caltrans is ready to begin the Design and Right of Way phases, and 2) Projects are delivered and ready for construction.

Program Status: A total of 96 projects programmed prior to the 2018 SHOPP received SB 1 allocations. An additional 1,130 projects programmed in the 2018 SHOPP have received allocations for a total of 1,226 projects and \$4.8 billion allocated. The total cost of these projects combined with the remaining unallocated 2018 SHOPP projects is approximately \$20.4 billion.

Program Benefits: Expected benefits (outputs) for the 1,252 SHOPP projects are as follows:

Benefit	Planned		Delivered and Ready for Construction		Completed and Open to Traffic	
	Quantity	Unit of Measure	Quantity	Unit of Measure	Quantity	Unit of Measure
Pavement	6139.9	Lane-miles	1,442.9	Lane-miles	34.0	Lane-miles
Bridges	459	Bridges	93	Bridges	-	Bridges
Culverts	1,516	Culverts	65	Culverts	-	Culverts
Drainage Systems	122	Systems	122	Systems	-	Systems
Fiber Optic Cable	75.7	Miles	21.6	Miles	-	Miles
TMS Elements	7,778	Elements	2,798	Elements	-	Elements
Bridge Rail	55,824	Linear Feet	5,267	Linear Feet	-	Linear Feet

Baseline Agreements

Total Required	269
Approved	78
Future	191

Construction Contract Awards

	Current Quarter	To Date
Planned	28	54
Actual	48	83

**Completion Reports @ Contract Acceptance
 or Open to Public**

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Final Delivery Reports

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Baseline Agreements: As of December 31, 2018, 78 project baseline agreement have been executed. A total of 269 baseline agreements are required.

Construction Contract Awards: As of December 31, 2018, 83 construction contracts have been awarded. 48 construction contracts were awarded during the quarter.

Completion Reports: As of December 31, 2018, five projects had been completed and opened to traffic, but no completion reports were due.

Final Delivery Reports: As of December 31, 2018, no final delivery reports were due.

Summarize changes to the scope, cost, schedule and expected benefits:

Attachment 1 shows several SHOPP projects that have a potential change to cost, schedule, scope or benefits. Importantly, these potential changes are unrealized until the Department vets the changes, and ultimately provides notification to the Commission. This is a function of working in a "live" project management tool where proposed, but not Department-approved, changes are reflected. Attachment 1 is located on the SB 1 Portal at <http://www.dot.ca.gov/sb1/docs/SHOPPOctoberDecember2018.pdf>

The Department has a robust multi-level change control process that is completed for all projects before requesting Commission action. 98 percent of SHOPP projects are completed within delegated budget authority and 84 percent of projects are delivered on their original time commitment as reported in the 2017-18 Quarterly Project Delivery Report. The Department vets potential changes and provides the Commission with a Watch List of true risks that are actively being managed in the Quarterly Project Delivery Report. The Corrective Action Plans in Attachment 2 provides this vetting. Many of the *potential* changes in Attachment 1 are reconciled in the Corrective Action Plan and are not genuine risks.

The next Project Delivery Report will provide you with a much shorter Watch List of true risks. The Department will work with Commission staff to review the Transparency and Accountability Guidelines, the SHOPP guidelines and the Project Delivery Report to reconcile requirements and only reflect legitimate risks.

Attachments:

Attachment 1 - SHOPP Project List located on the SB 1 Portal at <http://www.dot.ca.gov/sb1/docs/SHOPPOctoberDecember2018.pdf>

Attachment 2 - SHOPP Corrective Action Plans

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

No.	Dist-PPNO Co-Route	Title	Scope	Schedule	Cost	Benefits
1	01-1055 DN-199	DN-Co Culvert Rehab	A PCR was submitted to create a child EA for culverts located in environmentally sensitive areas (State Parks / old growth redwoods).			
2	01-1095 DN-101	CRESCENT CITY ADA SHOPP				
3	01-1112 DN-101	LAST CHANCE GRADE				
4	01-2270 HUM-254	Avenue Culvert Rehab				A G12 will be processed for phase 1 and 2. Resource estimates will be adjusted. A PCR will be submitted to adjust construction support resources.
5	01-2346 HUM-101	Broadway ADA				This project is partially funded. Full funding has been requested via a supplemental vote at the March 2019 CTC meeting.
6	01-2379 HUM-36	Alton 015 Shoulder Widening				This project will not be overspent in PS&E. Project is RTL and G12 was requested and approved. PS&E budget is \$1038 as per funds request.
7	01-2380 HUM-101	Eureka CAPM				EAC's for 2 and 3 Phase will be resolved with the G12 process
8	01-2393 HUM-101	4th Street Safety				A G12 has already been approved for the PA&ED phase and a G12 is expected for the construction support phase.
9	01-2415 HUM-36	Carlotta Curve Improvement				EAC for 1 Phase is over programmed amount. Working with functional units to attempt to bring within programmed amount.
10	01-2417 HUM-101	SOUTHBOUND Eureka Slough Bridge	PCR forthcoming to address scope change	PCR forthcoming to address schedule change		EAC for 1 & 2 Phase was reduced and is within programmed amount.
11	01-2427 HUM-299	HUM-299 Blue Lake Widen & Rumble				Survey data and geotechnical investigations in the 0 phase determined the need for a retaining wall that was not anticipated in the PSR. Additional resource needs were added for structures design and construction inspection. A G12 request is expected and will adjust EAC.
12	01-2429 HUM-36	5 BRIDGES DECK PRESERVATION	PCR will be submitted to update the scope for the project to reflect removal of bridge and lower costs.			Cost will increase due to rescope as a bridge replacement project in forthcoming PCR
13	01-2447 HUM-101	Little Lost Man Fish Passage				The EAC will be corrected before the next quarterly report. No CTC action is anticipated.
14	01-3098 LAK-20	3 BRIDGES				PCR will be submitted to update the scope for the project to reflect removal of bridge and updated costs.
15	01-3099 LAK-29	Lake 29 Expressway - Safety				The EAC will be reduced to fit within the total programmed plus G12 capacity and G12 funds will be requested.
16	01-3112 LAK-20	Clearlake Oaks Charging Station				It was determined that widening to address pedestrian access is needed to address complete streets. If cultural mitigation is required at Morrison Creek Bridge, additional resources may be required in PAED phase. If required, a supplemental funds request will be submitted or the Morrison Creek Bridge moved to the Child project.
						The EAC will be reduced.
						PS&E hours are being adjusted and a G12 will be processed for the shortfall

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO								
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits		
17	01-3130 LAK-29	2 BRIDGES			PM will track support costs during PAED to determine if a supplemental funds request will be needed for the PAED phase because of the additional work associated with the bridge replacement/widening and separate contract.			
18	01-4490 MEN-1	Albion River Bridge Replacement		PCR to move delivery to 21/22 FY or later.	PCR will address anticipated increase in CON SUP			
19	01-4491 MEN-1	Salmon Creek Bridge Replacement	PCR to be submitted proposing to expand scope of work to include lead abatement component, which will require significant added mitigation and revegetation	PCR to move delivery to 21/22 FY or later.	PCR will address anticipated increase in PS&E SUP, R/W SUP, R/W CAP, CON SUP and CON CAP as a result of the expanded scope of work			
20	01-4553 MEN-162	Rodeo Creek Slide II	Scope is still being determined for this storm damage project	Once scope is determined, the schedule can be revised if required.	Once scope is determined, the need for additional resources will be determined. More money may be required, from additional sources	TBD		
21	01-4574 MEN-101	Moss Cove, Irvine Lodge & Empire Camp SRRA's			Currently evaluating requested resources for const. support. PCR likely to be required due to type of work at 3 separate locations.			
22	01-4578 MEN-1	Navarro Ridge Safety Project	PCR to address expanded scope of work and increase in CON SUP and CON CAP		G-12 was completed to address PA&ED EAC. PCR to address PSE EAC and anticipated increase in R/W SUP, CON SUP, R/W CAP and CON CAP			
23	01-4588 MEN-1	Elk Creek Bridge	PCR to be submitted to change scope from bridge widening and rail upgrade to full replacement of existing structure which has been categorized as scour critical	PCR to move delivery to 21/22 FY or later.	PCR will address anticipated increase in PS&E SUP, R/W SUP, R/W CAP, CON SUP and CON CAP as a result of change in scope of work			
24	01-4616 MEN-1	Navarro Drainage		PCR	G-12 Funds Request was completed to address PAED EAC			
25	01-4630 MEN-1	Gualala Shoulders & Rumble		PCR to move project to 20/21 FY				
26	01-4647 LAK-20	LAKE 20 SHOULDERS	The 3rd alternative was modified to remove the walls and enlarge the curve, this allowed for a better overall safety improvement project. The change was discussed with management who concurred.		The Preliminary Cost estimate in the Draft Project Report indicates that the RW Capital cost and Construction Capital cost has increased. RW cost increases are primarily due to mitigation requirements. Construction capital cost increases are primarily due to increase in excavation volume and increase in unit costs. The additional costs were addressed in a PCR submitted for 1/31/19 CTC meeting. The additional costs will be addressed in a PCR submitted prior to RTL.	The anticipated benefits are a better safety improvement project because of the revisions to the proposed alignment.		
27	01-4692 MEN-162	South Eel River Bridge Seismic	A preferred alternative has been selected.		Will continue to monitor spending, currently expect requested resources are more than will be required. Expect spending to be able to be kept within G-12 Limits			
28	02-3314 SIS-96	96 Culverts		Schedule delayed due to need for 2nd bid process.				

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
29	02-3346 SHA-5	Sidehill & Dog Creek Seismic Retrofit			Construction SHOPP Support funding was increased to \$8,497,000 by a supplemental vote at the June 2018 CTC meeting. Workplan EAC is less than \$8,497,000. Construction Capital SHOPP funding was increased to \$20,542,000 by a supplemental vote at the June 2018 CTC meeting. EAC of Construction Capital funding should be \$20,542,000 SHOPP + \$14,991,957 of OTS funding = \$35,533,957	
30	02-3424 SIS-263	263 Klamath River Bridge			Past PCR was submitted in increase R/W capital to \$440K and construction capital was increased \$4.6M at Supplemental Vote for Award at Dec 2018 CTC meeting	
31	02-3453 TEH-36	East Red Bluff CAPM			Con Sup Budget = \$1,600k; alloc = \$720k, local funds = \$55k, CTC sup vote = \$825k	
32	02-3543 SHA-5	Sims Crag Combine			For PA&ED (100% achieved) the combined (02-4G410 and 02-4G400) programmed allocated budget is \$2,320,000 and the amount expended is \$1,678,378.	
33	02-3556 SIS-5	North Canyon TMS Improvement		Begin construction delayed, no impact to overall project schedule.		
34	02-3557 TRI-299	South Fork Mine CRZ			Construction and R/W Capital costs increased to \$4.1 via PCR process due to change in type of retaining wall required	
35	02-3559 TRI-299	Francis B. Mathews Rest Area	Pending installation of monitoring wells, scope likely to be reduced.	Several components of the project schedule have changed, pending successful installation of monitoring wells and determination of the project scope. No milestones have changed fiscal year for delivery.	Likely to decrease pending installation of monitoring wells and final determination of project scope.	
36	02-3587 PLU-70	Plumas 70 Drainage		As a result of a delayed submittal of maps, R/W cert has adjusted; however, no impact to overall project schedule.		
37	02-3601 SIS-96	Ukonom 3 Drainage		Begin construction delayed, no impact to overall project schedule.		
38	02-3607 MOD-299	East Cedar Pass Safety			Construction capital increased due to bids coming in 11.15% over EE, project allotment= \$3562K (awarded with using \$350K of G12) PA&ED overage covered by G12. R/W capital cost increased via PCR due to increased mitigation costs.	
39	02-3640 TEH-36	Ward Curves			Costs were reduced due to combining with Minor A project via PCR	
40	02-3641 TEH-36	Morgan Summit Curve Improvement		RTL moved to 6/17/19 which is one week earlier than original RTL		
41	02-3653 TRI-36	Toyota Barrel Curve			Submitted PCR for Jan CTC meeting for increased Construction Capital from \$5280K to \$6135K due to trend in increasing bid prices	
42	02-3663 TEH-36	Diamond Star Curve			Submitted PCR for Jan CTC meeting for increase in Construction Capital from \$3200K to \$3754K due to trend in increased bid prices and R/W capital from \$476 to \$522 due to fencing not originally planned	
43	02-3673 SHA-44	Eskimo Hill Superelevation Improvement		Schedule moved out two months due to environmental window		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits
44	02-3696 SIS-5	I 5 Big and Tall		ALL MILESTONES BEYOND PA&ED (M200) ARE ANTICIPATED TO BE DELAYED UNTIL A FUTURE (BEYOND PA&ED) FUNDING SOURCE CAN BE SECURED.		
45	03-2112 BUT-32	Chico ADA Infrastructure		Due to delays during PAED, M500 was adjusted.		
46	03-2114 BUT-32	BUT 32 Roundabouts			EAC will be adjusted prior to next progress report.	
47	03-2294 BUT-70	Ophir Palermo Safety, (Seg 1 SHOPP)		RTL planned for 2/28/19. Approve Contract target 6/21/19.		
48	03-2425 BUT-99	Cottonwood Creek Bridge Replacement		Schedule was adjusted due to pending Environmental Permits.		
49	03-2633 GLE-162	Butte City Bridge Replacement			EAC will be adjusted prior to next progress report.	
50	03-2950 COL-20	Colusa Rehab			EAC will be corrected before the next quarterly report	
51	03-3326 ED-50	Fresh Pond Slipout		As a result of needing to acquire right of way from the U.S. Forest Service, the project may require additional technical studies and a CE may be insufficient under NEPA. The schedule was adjusted as a result.		
52	03-3710 GLE-5	Willows SRRA			EAC will be corrected before the next quarterly report	
53	03-3788 GLE-32	Orland ADA Infrastructure		The original programmed schedule did not allow enough time for Right of Way and due to the number of parcels and TCE's needed, the scheduled was revised.		
54	03-3994 NEV-20	Omega Curves (White Cloud)		Due to a high level of cultural resources in the project area, the PA&ED delivery date was rescheduled.		
55	03-4000 NEV-20	Omega Curves (Lowell Hill)		Due to a high level of cultural resources in the project area, the PA&ED delivery date was rescheduled.		
56	03-4450 NEV-174	Nev-174 ADA Upgrades		The project limits were revised due to plans to relinquish a section of highway to the City of Grass Valley. Additional Environmental studies had to be completed.		
57	03-5113 PLA-80	Atlantic On-ramp Widening		Local agency delivering PA&ED Caltrans beginning PS&E phase	Allocate greater than the programmed amount for phase 3 and manage within G-12 authority if necessary.	
58	03-5863 SAC-5	I-5 West End Viaduct			PCR was submitted reducing PS&E, Construction Support, R/W Capital, and Construction Capital.	
59	03-5869 YOL-5	I-5 Vertical Clearance (Colusa & Yolo)		The schedule will be corrected before the next quarterly report.		
60	03-5962 SAC-12	Rio Vista Drawbridge Emergency			The current budget for Construction Support is \$1,800,000. An amendment of \$1,000,000 was approved on 09/26/2018.	
61	03-6197 SAC-50	SAC 50 AUX LANES	There are a couple of projects that overlap this project with the post mile limits. During PA&ED, the PDT will determine what scope changes are needed to minimize the overlap. A PCR to revise scope may be required.	The PDT is working to confirm scope of work. Once complete, the schedule will be reviewed to see if it is till feasible. If changes are required, a PCR to revise schedule will be developed.	The PDT is working to confirm scope of work. Once complete, a new estimate of resources and capital cost will be developed. A PCR to revise scope and cost may be required for Phase 1 and 3.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO							
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits	
62	03-6923 ED-50	Sawmill UC			Reduce EAC to match Programmed amount plus available G-12.		
63	03-6924 SAC-99	RHMA Overlay		Additional utility conflicts were identified with recent potholing activities. R/W Cert and RTL were moved out a few months, and M500 was adjusted accordingly.			
64	03-7809 SIE-49	Yuba River Washouts		M460 (RTL) moved within 19/20 FY causing M500 to move FY.	Potential greater than 120% allocation request for phase 1. PCR will be needed for phase 3.		
65	03-8901 YOL-80	Sac River BOH (Bryte Bend) 0F250 [03*75]			EAC has been adjusted to remain within budget.		
66	03-9587 YUB-20	Loma Rica Rd./Spring Valley Road Widening & Rehab			Will adjust EAC for phase 2 to remain under G12 authority.		
67	03-9819 YUB-70	Yuba 70 Safety Segment 4 & 5 SHOPP		The Environmental documnet changed to an EIR after comments from stakeholders resulting in a change to the schedule.			
68	04-0050N ALA-880	Lake Merritt Railroad Bridge Replacement			The actual PS&E and right of way sunk costs since the project was reprogrammed in June 2018 are still under the programmed amounts.		
69	04-0084B ALA-84	NILES CANYON ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT			EAC will be corrected before the next quarterly report and no CTC action is anticipated.		
70	04-0086Q ALA-880	CRANDALL CREEK SEISMIC RETROFIT BRIDGE #33-0273			Construction Support cost EAC will be revised to match the approved budget amount.		
71	04-0086U NAP-121	SR 121 Repair Bridge Girders.			EAC will be corrected before the next quarterly report and no CTC action is anticipated.		
72	04-0091P ALA-185	ADA Curb Ramps			Construction Support cost EAC will be revised to match the approved budget amount.		
73	04-0269H CC-242	CC 242 Pavement Rehab	The District is evaluating the appropriate roadway rehabilitation strategy and the benefit for future years.	The PAED date has slipped, but the District is planning on consolidating effort to deliver the project on schedule.	The District is evaluating the appropriate roadway rehabilitation strategy and the associated cost and addressing the benefit for future years.	The District is trying to maximize the benefits by utilizing the optimum roadway rehab strategy. There maybe in increase in performance measures accordingly.	
74	04-0269M SON-12	SON 12 Bridge Scour Mitigation			PCR for cost increase pending		
75	04-0315D MRN-1	OLEMA CREEK		CCA delayed by 3 months due to winter suspension	Additional funding needed for Phase 3. PM will request Phase 3 increase of \$280K (G-12 capacity)		
76	04-0448E ALA-238	BRIDGE PRESERVATION 2 BRIDGE LOCATIONS 238 and 580			Construction Support cost EAC will be revised to match the approved budget amount.		
77	04-0483W ALA-880	Ala-880 CAPM, Fremont OC to High UC			Construction Support cost EAC will be revised to match the approved budget amount.		
78	04-0487R SOL-80	Suisun Crk Br Scour Mitigation			G-12 and Time sheet correction		
79	04-0488K SON-12	CAPM 12			Allocation lowered to match programmed funding.		
80	04-0587H NAP-128	SR 128 CONN CREEK BRIDGE REPLACEMENT			EAC will be corrected before the next quarterly report and no CTC action is anticipated.		
81	04-0587M NAP-29	Env. Mitigation and Establishment			EAC will be corrected before the next quarterly report and no CTC action is anticipated.		
82	04-0622B SM-1	SM-1 CAPM			ETC Hours for Phase 3 has been revised in PRSM to keep Con Sup within budget amount.		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits
83	04-0756K MRN-1	Lagunitas Creek Bridge			EAC will be corrected before the next quarterly report and no CTC action is anticipated	
84	04-0763L SON-37	SON-37 WIM			EAC for PSE and Con Sup will be corrected before the next quarterly report and no CTC action is anticipated	
85	04-0775G NAP-121	HIUCHICA CREEK-REMOVE CULVERTS AND WIDEN ROADWAY			EAC will be corrected before the next quarterly report and no CTC action is anticipated.	
86	04-1067C SF-1	04-1A905_SF 1_SFPUC CONNECTION			EAC corrected and no CTC action is anticipated	
87	04-1418C CC-24	Ala 13/CC 24 Enhance Lighting			EAC corrected	
88	04-1450C ALA-880	Bridge Railings Replacement			District will re-evaluate the need for increased support cost prior to PS&E phase	
89	04-1450E SF-101	SF-101 & SM-1 Baluster Rails			EAC will be corrected before the next quarterly report and no CTC action is anticipated	
90	04-1450H SM-1	Soldier Pile Wall			EAC corrected to programmed \$ in PRSM	
91	04-1450J SM-82	SOLDIER PILE WALL			EAC corrected to programmed \$ in PRSM	
92	04-1451A SON-101	Replace Bridge Rails			Allocation lowered to match programmed funding.	
93	04-1451C NAP-128	Hopper Slough Br.			EAC will be corrected before the next quarterly report and no CTC action is anticipated.	
94	04-1452A SM-1	SM-1 TOS	PSE not started. ETC will be corrected			
95	04-1452D SCL-152	SCL-152 CAPM		Schedule will be corrected before the next quarterly report and no CTC action is anticipated.		
96	04-1452E SCL-152	SCL 152 - Construct MVPs & Veg Control Under MBGR			EAC Adjusted Programmed Amount	
97	04-1452H ALA-80	University--Increase Vertical Clearance			EAC will be corrected before the next quarterly report, and no CTC action is anticipated	
98	04-1453J SON-1	Son 1 Culverts Rehab			Allocation lowered to match programmed funding.	
99	04-1455C SM-84	SM 84 Peek A Boo Soldier Pile Wall	PSE, construction not started. ETC will be corrected			
100	04-1460R ALA-80	MacArthur Maze/Increase Vertical Clearance			EAC will be corrected before the next quarterly report, and no CTC action is anticipated	
101	04-1462K NAP-29	Bridge Rail Replacement			EAC will be corrected before the next quarterly report and no CTC action is anticipated.	
102	04-1462M SON-1	Son 1 Culverts Rehab			Allocation lowered to match programmed funding.	
103	04-1464D SCL-9	SCL-9 Install RSP and upgrade drainage			EAC to be corrected before the next quarterly report	
104	04-1464L ALA-980	TMC Hardware Replacement			EACs have been corrected - no CTC action required	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO								
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits		
105	04-1482Q CC-580	CC-580 Stege Drain super-structure	The project scope will remain the same, but the method of execution has changed to reduce environmental and traffic impacts.	Due to the delay in PCR, the PR is not yet signed. However, the PDT is committed to consolidating resources to deliver the project on schedule.	Due to change in bridge rehabilitation plan and staging constraints, a PCR is being evaluated to ensure limited environmental impacts.	Reduced Environmental and traffic impacts.		
106	04-1482R SCL-Var	SCL, VAR, Sub-Structure Rehab.			EAC to be corrected before the next quarterly report			
107	04-1483E NAP-29	SR 29 3 bridges, scour measures			EAC will be corrected before the next quarterly report and no CTC action is anticipated.			
108	04-1483H ALA-80	TMS Replace & Upgrade at Maze			EAC corrected to programmed \$ in PRSM			
109	04-1483M SM-1	Sub-Rehab+Scour			Revised ETC hrs. (in PRSM) for both PAED & PSE phases			
110	04-1487D SON-101	San Antonio Crk			EAC will be corrected before the next quarterly report and no CTC action is anticipated			
111	04-1487J SM-101	SM-101 Pavement Preservation			PCR is approved during this reporting period for Construction Capital increase from \$16.5M to \$24M			
112	04-1487M ALA-580	APS & Countdown Timers			EAC will be corrected before the next quarterly report, and no CTC action is anticipated			
113	04-1487N CC-4	APS & Countdown Timers			EAC will be corrected before the next quarterly report and no CTC action is anticipated			
114	04-1487P ALA-185	ALA Install 241 APSs			PS&E and Construction Support cost EACs will be revised to match the approved budget amounts.			
115	04-1487Q ALA-13	Accessible Pedestrian Signal at various locations			PS&E and Construction Support cost EACs will be revised to match the approved budget amounts.			
116	04-1488N SCL-280	SCL 280 Reconfigure NB Off-ramp to Foothill Exp.			EAC will be corrected before the next quarterly report and no CTC action is anticipated			
117	04-1488P NAP-29	Napa 29 NB First St. Roundabouts			EAC will be corrected before the next quarterly report and no CTC action is anticipated.			
118	04-1489B SF-1	04-3J890_SF VAR_Acces. Ped. Signals			EAC corrected and no CTC action is anticipated			
119	04-1489K NAP-121	Capell Br. Replacement			EAC for PSE will be corrected before the next quarterly report and no CTC action is anticipated			
120	04-1490C SCL-82	CAPM only in City of Santa Clara			EAC to be corrected before the next quarterly report			
121	04-1490Q SCL-82	CAPM and ADA ramps			EAC to be corrected before the next quarterly report			
122	04-1491B SON-116	SON 116 Guerneville ADA			EAC will be corrected before next quarterly report and no CTC action anticipated			
123	04-1491G ALA-880	Reconstruct Ramps & Install Signal			PS&E and Construction Support cost EACs will be revised to match the approved budget amounts.			
124	04-1491J SM-Var	Install APS(Accessible Ped Signal)	PA/ED ETC will be corrected on PRSM					
125	04-1492E SCL-Var	SCL VAR_Accessible Ped. Signal and Countdown Timer			EAC to be corrected before the next quarterly report			
126	04-1493K MRN-101	Irwn Cr Br Rehab Culvert			EAC will be corrected before the next quarterly report and no CTC action is anticipated			

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

<u>No.</u>	<u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
127	04-1494G SM-1	SM-1 Pescadero Crk. Br. rails	PSE not started. ETC will be corrected			
128	04-1495F ALA-580	Install Power Supply		Schedule will be corrected before the next quarterly report and no CTC action is anticipated		
129	04-1495K MRN-101	MRN 101 ADA			EAC will be corrected before the next quarterly report and no CTC action is anticipated	
130	04-1496A ALA-580	ALA CC Curve Warning Signs			PRSM fixed for PS& E support cost and back to programmed amount.	
131	04-1498G SM-280	SM-280 Seismic at 6 Br.s	PA/ED ETC will be corrected on PRSM			
132	04-1498M SOL-680	PSR4 - SOL-680 storm damage restoration			EAC corrected to programmed \$ in PRSM	
133	04-1499J ALA-980	ATMS and PCDC Upgrade Project			EAC has been corrected - no CTC action required	
134	05-0900A MON-156	Castroville Overhead			G-12 will be requested for PS&E prior to next quarterly report.	
135	05-1501 SB-1	SALSIPUEDES CREEK BRIDGE SCOUR MITIGATION		The project is now allocated and construction has started		
136	05-1967 SCR-1	DAVENPORT CULVERT REPLACEMENT			Newly assigned PM working with functional units to adjust EACs in PRSM.	
137	05-2230 MON-1	REPLACE CULVERT NEAR LIMEKILN CREEK		Current M500 is 7/13/20. M500 has shifted from approved due to slight delay in achieving PA&ED.		
138	05-2386 SB-217	San Jose Creek Bridge Replacement		PA&ED date was moved at the request of Environmental due to the complexity of consultations with NMFS and USFWS, however it did not impact RTL delivery date.	Construction support costs went up due to the addition of a wall to avoid saltwater marshes. A PCR will be processed to address the cost changes.	
139	05-2391 SB-154	Alamo Pintado Ped Bridge		PAED: This date has been moved out to accommodate a new alternative. This was based on Section 4(f) considerations. RTL: PCR at Feb or March PCR Committee meeting moves program year to 20/21 FY R/W Cert: this date was moved out to match the above date changes.	Upon further review, the EAC will not be reduced as indicated in the Q1 Corrective Action Plan. The extra cost is due to Geotech hours that were added for drilling and foundation analysis. A supplemental request will be submitted if G-12 funds look like they will be exhausted.	
140	05-2392 SB-154	Cold Spring Bridge Maintenance Inspection Access			Construction Support EAC is high. We will process a PCR in Spring 2019, prior to program year 19/20, we are waiting for 95% review.	
141	05-2448 SB-101	Refugio Bridge Replacement			The team has now determined that drilling can't be done until after completion of PA&ED. The drilling will require an EIR, and so will be cleared as part of the environmental document.Support hours will be moved to PS&E.	
142	05-2522 SB-101	101/135 Bridge Replacement		Change from deck replacement to bridge replacement caused schedule to move out.		
143	05-2571 MON-101	Monterey-San Benito Co Roadside Safety Improvements		Originally project was going to be contracted out for design but was changed to a Caltrans design project so schedule was shifted.		
144	05-2586 SB-1	Solomon Canyon CAPM		Moving Begin Construction from May to July has no adverse effect on this CAPM project. No corrective action required.		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits
145	05-2633 MON-101	Camp Roberts SRRA Infrastructure Upgrade			Currently correcting workplan to accommodate responses received from functional units. Planningto submit PCR for March PCR Committee meeting.	
146	05-2636 SCR-1	Pasatiempo II			PS&E EAC will be reduced prior to next quarterly report.	
147	05-2655 SCR-9	San Lorenzo River Bridge and Kings Creek Bridge Replacement		This project originally was a bridge rail replacement and due to age, seismic, scour and environmental impacts has become a bridge replacment project which caused some adjustment to the schedule.		
148	05-2678 MON-183	Castroville Improvement Project		PCR to push out schedule will be submitted for March PCR Committee meeting		
149	05-2679 MON-101	Prunedale Rehab		R/W department preferred to have R/W Cert in year of delivery.		
150	05-2697 SBT-25	Rte 25 Curve Alignment Restoration		Risk was realized impacting cultural artifact resulting in additional consultation and Phase I study. This will delay PA&ED and all subsequent milestones. PCR currently in process.		
151	05-2705 MON-101	ZEV project		Project needs approval from Legislators prior to going to CTC. ZEV projects are being bundled in HQ to go to the legislators and CTC as one package. Currently scheduled for March CTC meeting.		
152	05-9700 MON-101	N. Soledad OH Deck Replacement			G-12 funding requested to make up difference between budget and EAC amounts.	
153	07-4591 LA-134	134 / 710 Seismic Retrofit	This Bridge Seismic Retrofitting project will be UNPAR because it has been determined by a recent investigation that there is no need of any Seismic Retrofitting work at this time. A PCR has been submitted to UNPAR the project.			
154	07-4702 LA-5	Pavement Rehab		Time extension for award was approved in October CTC, Delaying Advertisement.		
155	07-4846 LA-1	Fish Passage and Culverts			District may reduce scope of project to delivering 18-culver locations without the bridge to stay within budget, as alternative with bridge replacement at Solstrice Creek would have cost increase beyond programmed.	
156	07-4847 LA-5	Drainage Rehabilitation			Requesting allocation for Construction capital of 131.3% at January CTC Meeting	
157	07-5297 LA-60	Freight Corridor Improvements on LA-60			The cost of this project has reduced from the originally estimated \$37,6 Million to \$18.0 million because of the scope change. The PAED delivery scheduled has been advanced because of reduced scope.	
158	08-0023C RIV-62	RIV 62 MILL & OVERLAY			For Phase 1, a G12 request will be processed and EAC will be kept within the approved budget. For Phase 2, a G12 has been processed and the EAC will be updated to be within the approved budget.	
159	08-0163C SBD-10	SBD 10 Redlands Rehab			G-12 was processed for PS&E phase and current approved budget is \$2.91 million.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO							
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits	
160	08-0184C		The project has been down scoped to 21 drainage systems because of the conditions of the culverts.		Cost is being currently evaluated.	The number of culverts being rehabbed have changed from 63 to 21 because of the current culvert conditions. A PCR will be processed to document the change.	
161	08-0206L SBD-40	SBD 40 UPGRADE SRRA				Both directions of the rest area will be rehabbed on another project. A PCR will be submitted to documents the "no build" alternative.	
162	08-3001P SBD-215	SBD L5726 UPGRADE FACILITY			For phase 1 support cost, G12 will be processed. EAC is currently being evaluated for Phase 3 support cost and budget will be adjusted through proper fund allocation request.		
163	08-3001S SBD-40	SBD 40 COLORADO RIVER BR REHAB			This is a long lead project. Only programmed phase is Phase 0 and costs are shared between Caltrans & Arizona DOT - total funding available is \$5.3 million.		
164	08-3001U SBD-10	SBd 10 Remove and Replace Diseased Plants			For Phase 1, EAC will be adjusted to stay within budget.		
165	08-3001Y RIV-74	RIV 74 SOURCE CONTROL IN LAKE ELSINORE				Mitigation of storm water by minimizing erosion and sediment discharge.	
166	08-3002A RIV-215	RIV 215 SEDIMENT STABILIZATION, EROSION CONTROL	Reduced number of proposed plants and revised some sediment control measures. Cost estimate remains unchanged.			Stabilize slopes to decrease sediment transport and discharge to mitigate storm water. .	
167	08-3002C RIV-74	RIV 74/79/371 UPGRADE TO STANDARD BRIDGE RAIL			EAC for phase 0 has been adjusted to be under the approved budget. A G-12 has been process and approved for \$1.03 million.		
168	08-3002F RIV-10	RIV 10 REHAB SUBSTRUCTURE		ENV Permits are critical path and may impact the RTL schedule. Final permit apps were submitted on Jan 10. Permits are expected in May 2019. Project is currently on District watch list.	For RW Support, G12 request was processed, current budgeted amount is \$138,000, additional G12 will be requested if needed. The resource need for Phase 3 support is currently being evaluated.		
169	08-3002G RIV-10	RIV 10 METHACRYLATE DECKS (VARIOUS ROUTES)			Processing G-12 for phase 1, for an increase of \$ 100,000 for a total of \$ 760,000. Phase 2 was approved for \$ 50,000.		
170	08-3002H SBD-330	SBD 330 CONSTRUCT ROCKFALL BARRIER			G12 request is being processed for Phase 2 & 3.		
171	08-3002J RIV-74	RIV 74 SLOPE STABILIZATION			A fund allocatoin request in the amount of \$462,000 has been submitted for Construction support for January CTC approval.		
172	08-3002Q RIV-10	RIV 10 ADVANCE MITIGATION				Multiple species habitat conservation.	
173	08-3002V SBD-95	SBD 95 Roadway Rehabilitation			Support cost (EAC) for Phase 2 and Phase 3 shows over the programmed amount. Expenditure for Phase 2 is being monitored closely and we will process G-12 if necessary. The resource need for Phase 3 is currently being evaluated.		
174	08-3003J SBD-40	SBD 40 NEEDLES REGRADE MEDIAN			A PCR to increase construction capital cost to \$23.648 million has been processed and will be submitted for approval at March CTC meeting. For Construction support, EAC is currently being adjusted to remain within budget. G12 may need to be requested.		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits
175	08-3003N SBD-60	SBD 60 ADD WB AUX LANE, ADD EB DECELERATION LANE			PAED EAC will be adjusted to stay within programmed amount. A PCR is being processed to increase the capital cost.	
176	08-3003X SBD-210	SBD 210 INSTALL RAMP METERING SYSTEMS			Processing G-12 money for phase 1 for a total of \$549,000. Phase 0 has been approved for \$ 410,000; Phase 2 was approved for \$ 70,000. EAC has been adjusted to stay within approved budget. Phase 3 support cost is currently being evaluated.	
177	08-3003Y SBD-95	SBD 95 Roadway Rehabilitation			PA&ED support cost expenditure is higher than programmed support cost. G-12 for the amount of \$737,900 was approved and the PA&ED was completed under the approved budget. Support cost (EAC) for Phase 3 shows over the programmed amount. A PCR is being processed to increase to Phase 3 support cost and the construction capital cost. The EAC for Phase 2 is higher than programmed amount. The charges are being closely monitored and G-12 will be processed at a more appropriate time.	
178	08-3004A SBD-62	SBD 62 Roadway Rehabilitation			PA&ED support cost expenditure is higher than programmed support cost. G-12 for the amount of \$855,000 was approved.	
179	08-3005P SBD-62	CONSTRUCT CONCRETE/RSP APRONS			A G12 request may be processed for PAED support cost.	
180	08-3005X RIV-91	HOV BUFFER STRIPING RIV-91			G-12 funds applied for phases 0, 1 & 2. Current phase 0 is \$ 180,000; phase 1 is \$ 310,000; and phase 2 is \$ 20,000. Phase 3 support cost is currently being evaluated.	
181	08-3006C SBD-18	SBD 18/10/215 BRIDGE REHAB	Scope of work has been reduced from 3 bridges to just one bridge. This is because the Colton OH bridge has been absorbed by another project, ID #0817000240, and the Route 215 North/Route 10 East Bridge Connector Overhead was completed under an emergencyproject, ID # 0818000108.		PCR is being processed to reduce capital and support costs since scope has been reduced.	PCR is being processed to reduce scope from 3 bridges to 1 bridge. The other 2 bridges will be worked on through projects ID #0817000240 and ID # 0818000108.
182	08-3006F SBD-18	SBD 18 CONSTRUCT RAISE MEDIAN IN VICTORVILLE	Revised Scope: WIDEN ROADBED, CONSTRUCT RAISED MEDIAN CURB, & INSTALL SIGNAL		PCR was processed and approved with all cost changes in the Jan CTC meeting. All support costs are within the programmed amount: increased from \$1,050K to \$1,390K R/W Capital: increased from \$884K to \$1,329K Construction Capital increased from \$5,087K to \$8,330K	Enhanced Safety
183	08-3006H SBD-95	SBD 95 SHOULDER RUMBLE STRIPS	The project scope will be handled by project # 0815000211		The project is currently being unparred.	The project benefit will be handled by project # 0815000211
184	08-3006J SBD-173	SBD 173 CONSTRUCT SOLDIER PILE WALL			A G12 may be requested for RW support cost. A PCR has been submitted for January CTC meeting; current budget for construction support is 2.464 million, for RW Capital is 768,000, and Construction Capital is 5.568 million.	
185	08-3006U SBD-15	SBD 15 RECONSTRUCT SB CAJON SCALE HOUSE	New facility in lieu of reconstruction at the existing location.		A PCR to increase support and capital costs is being processed.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
186	08-3008L RIV-74	RIV 74 CORRIDOR IMPROVEMENTS	We have expanded the scope to include 14 curb ramp locations from 08-1F590.			Increased benefits as the scope has increased.
187	08-3008W SBD-38	SBD 38 IMPLEMENT SEDIMENT CONTROLS (planting) phase 2				Mitigation of storm water by minimizing sediment transport and discharge in storm water system.
188	08-3009A SBD-10	SBD 10 INSTALL TMS ELEMENTS			A G12 funding request has been processed for RW support cost, current approved amount is \$32,500.	
189	08-3009N SBD-71	SBD 71 INSTALL, CCTV, CMS, VDS & FIBER OPTIC COMM SYS				The benefits have changed from 32 to 34 because two elements have been added. A PCR will be processed to document the change.
190	10-0338 MER-VAR	DWR BRIDGE SEISMIC RETROFIT	PCR Approved to reduce seismic retrofit scope from 10 to 6 bridges.			
191	10-3074 MER-140	MER 140 ACCESS ROADS	3 locations are dropped due to Design Challenges & conflict with other project. A PCR will be processed near PA&ED completion.			
192	10-3112 SJ-5	SJ I-5 MVP & ROADSIDE PAVING		A two month time extension was processed for allocation of construction funds. The project completed the Ready To List milestone on June 15, 2018 and it was too late in the fiscal year for allocation during the June 2018 CTC meeting. Funds were voted at the August 15, 2018 CTC meeting.		
193	10-3113 SJ-4	SJ BRIDGE MAINTENANCE			For Construction Capital, the approved cost is \$4,079,000 but the expected cost is \$5,079,000 due to an increase in market prices. The corrective action plan proposes to document these changes in costs with a project change request.	
194	10-3122 MER-152	MERCED SEISMIC RESTORATION	The structures strategy will change, but all of the original performance measures will be met.	A PCR is being processed to revise the schedule to obtain funding where available in the 10 year SHOPP plan.	A PCR will be processed to increase support and capital costs.	All original benefits will be met.
195	10-3129 SJ-5	STA/SJ SIGNS REHAB	PCR is being processed to change the unit of the performance output from light fixtures to signs.	M470 Fund Allocation delayed from January to March 2019.		
196	10-3140 SJ-5	SJ CULVERTS	Performance output reduced from 31 to 9 culverts. Some of the culverts were found to be in good condition after they were cleaned of sediment, and some locations were replaced under other projects within the project limits. A PCR will be processed to reflect the change.		Construction Capital reduced to \$1,700,000 from programmed \$3,178,000. A PCR will be processed to address the savings.	Savings in cost will go to the District variance.
197	10-3141 SJ-88	SJ/ALP 88 DRAINAGE SYSTEM			Additional funding is needed for R/W Capital (\$971,000) and Construction Capital (\$596,000). A PCR to address cost changes was submitted in November 2018 for Jan-2019 meeting.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
No.	Co-Route	Title	Scope	Schedule	Cost	Benefits
198	10-3148 SJ-99	SJ 4/99 BRIDGE REHAB			The Construction Capital Cost was increased from \$5,776,000 to \$7,298,000 based on the latest cost estimate. The reasons for the change was: 1. Current Unit prices above normal cost escalation 2. Structure foundation design refinement that increasedcost due to longer piles and bigger footings 3. Quantities adjustment 4. Additional architectural features such as architectural textures and slope paving for consistency within the SR-99 corridor	
199	10-3151 MPA-140	SR140 Curb Ramps and Sidewalk Installation	It was discovered that the entire scope for this project has already been absorbed by another project (10-0Y600). A PCR has been written to delete this project.	It was discovered that the entire scope for this project has already been absorbed by another project (10-0Y600). A PCR has been written to delete this project.	It was discovered that the entire scope for this project has already been absorbed by another project (10-0Y600). A PCR has been written to delete this project.	A PCR has been written to delete this project. The expected benefits will be delivered by the project (10-0Y600) that has completely absorbed 10-0Y590 scope.
200	10-3156 SJ-99	SJ 99 ADA Improvements			Funding for phase 1 has been augmented by \$ 190 K (Total new available funding is now \$ 720 K for phase 1) via an approved G-12 request.	
201	10-3158 MPA-41	Culvert Rehabilitation near Fish Camp in Mariposa County	Performance Measure (Output/Outcome) = 19 as one culvert has already been upgraded after washout under an emergency project. PCR approved pending Performance Measure update. Revised PCR submitted.			
202	10-3165 SJ-4	SJ SR 4 Pavement Resurfacing and Restoration	A Project Change Request was approved at the October 17, 2018 CTC Meeting to change the project description from Route 4 Post Mile T15.5/R16.6 to Route 4 and Interstate 5 PM T15.5/R16.7, 25.8/26.5. There is to the scope of work but the Interstate 5 limits have been added to the description to help reference the connectors from Interstate 5.		Construction Capital costs have increased as a result of higher unit costs for the refined traffic handling plan and limited work windows. Construction support costs have increased due to refining of the traffic handling plan to include 33 weekend closures to construct the project. This will require more overtime than was originally planned.	
203	10-3189 STA-99	STA SR 99 Maintenance Worker Safety Improvements	A Project Change Request is being submitted to decrease Project Performance from 31 to 29 Locations and change the project description.			
204	10-3198 SJ-4	SJ SR 4 Reconstruction of Hinge 32		M410 & RTL may get delay due to delay in permit from UPRR. M410 and M460 milestones pushed to the end of third quarter. Coordinate with the team to deliver within FY 18/19. Project already added on the watchlist. Project Manager will fill out time extension form for CTC approval.	If we miss FY 18/19 delivery then Project Manager will work with District 10's Asset Manager to get funding in FY 19/20.	
205	10-3206 SJ-99	SJ Route 99 Bridge Girder Replacement			A G-12 increase request has been written and approved for phase 1 to cover the additional support costs. A G-12 increase is planned to be written for phase 3 support dollars, once needed.	
206	10-3209A MER-5	ERRECA AND LODI ZEV				Additional funds needed to redesign project.
207	10-3215 MER-5	MER John Erreca Roadside Rest Area	The project proposed to add certain wastewater components from the Erreca Wasterwater project (10-0W620). The PCR to address cost, schedule, and scope changes was submitted on 1/2/2019 for the Mar-2019 CTC meeting.	The project is proposed to be accelerated by one fiscal year, from FY 21/22 to FY 20/21. The PCR to address cost, schedule, and scope changes was submitted on 1/2/2019 for the Mar-2019 CTC meeting.	Construction Capital requires additional \$7.2 million to construct the project. The PCR to address cost, schedule, and scope changes was submitted on 1/2/2019 for the Mar-2019 CTC meeting.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
208	10-3226 SJ-120	D 10 TMS Repair	The performance output has been reduced from 59 to 23. Several locations requiring right of way or were included in other projects were removed from the project scope. A PCR will be submitted to update the performance output.			
209	10-3230 SJ-120	SR 120 TMC Upgrade			Project Report showed construction capital of \$5,867,000 due to unforeseen structure work. PDT is working on an alternative to avoid structure work. A PCR may still be needed to address cost increase.	
210	10-3233 MPA-49	Mariposa SR 49 CAPM			Escalated cost estimate for construction capital at PA&ED approval is \$16,961,000 which exceeds the programmed amount by 4.7%. This increase is due to current market increase. We will update the estimate in PS&E phase to reflect the market changes. If estimates continues to increase, we will process a PCR for the additional fund.	same
211	10-3247 CAL-26	Upgrade bridge rails of three bridges	Scope will change due to removal of Angels Creek bridge from the project.			
212	10-3250 SJ-5	SJ Changeable Message Signs			Additional funding is required for R/W Capital (\$255,000) and Construction Capital (\$1,413,000). A PCR was submitted to request additional funds in December 2018 for CTC meeting in Jan-2019.	
213	10-3274 SJ-4	SR-4 Ramp Metering System Installation	It is being proposed to re-program the project with the original scope of 8 ramp metering locations in the 2020 SHOPP. The work will include 8 ramp metering systems and 6 CCTVs that will be integrated into the existing fiber optic infrastructure.	It is being proposed to deliver the project PA & ED as programmed and to reprogram the remaining project components to the SHOPP cycle 2020.	It is proposed to re-program the project with the original scope of 8 ramp metering locations in the 2020 SHOPP.	The existing programmed 8 field elements will be increased to 14 field elements due to the scope change
214	10-3275 SJ-26	SJ 26 WIDENING			There is a potential need for additional funding in construction capital to address cost increases due to current bidding environment. The need will be determined when 95% PS&E is completed in Feb-2019. If needed, a PCR will be submitted in March 2019 for the May-2019 CTC meeting.	
215	10-3286 STA-99	TTI SYSTEM UPGRADE	Installation of new traffic management systems elements in order to deploy travel time information to motorists using the impending statewide traffic data purchase	New PA&ED date is tentatively anticipate for November 2019	It is estimated at \$1.4 million	Reliable and instantaneous traffic data that results in more accurate travel time information
216	10-3740 MER-152	SR 152 Metal Beam Upgrade	Some locations are transferred to Anchored project to avoid duplication of work. Post mile limits changed, a PCR will be processed.			Any change will be updated with a PCR.
217	10-4736 MPA-140	Midpines CAPM			The final expenditures for phase 1 exceeded the budgeted amount. A G-12 was written and approved to cover the additional support hours. PCR combining 42050x and 42060x into new EA 4306Ux.	
218	11-0602 IMP-115	CULVERT REPLACEMENT	PCR combining 42050x and 42060x into new EA 4306Ux. Increase the number of culverts to be replaced from 4 to 10.		Increase in Construction Capital from \$1,104,000 to \$1,816,000 due to the method of construction changing from slip lining to culvert replacement. This method and the additional cost is supported by the district Hydraulics engineer.	

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
<u>No.</u>	<u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
219	11-1065 SD-75	SR-75 CORONADO BRIDGE-PIERS		Current schedule will need to be updated.	Long Lead project, on the Watch List. Studies by DES are over \$2M to date, based on future studies additional funding will be needed.	
220	11-1127 SD-Var	CONSTRUCT ADA CURB RAMPS	PCR was submitted for March 2019 CTC meeting. The current project scope proposes the removal of ADA units previously scoped. The SHOPP Performance Measures will decrease from 108 to 72 units.		PCR was submitted for March 2019 CTC meeting. Con Support - Decreased in relation to the reduction in the number of units. Con Capital - Increase due to Structural Section (Curbs Ramps and Roadway) quantities, Environmental issues, Mobilization, State Furnished materials, Supplemental Work, and other minor adjustments.	
221	11-1134 SD-78	CULVERT REHABILITATION		R/W Cert adjusted to align with RTL. RTL is on schedule.		
222	11-1135 SD-52	RUMBLE STRIPS, UPGRADE END TREATMENTS	A PCR was approved at the December 5, 2018, CTC meeting for a scope change.		A PCR was approved at the December 2018, CTC meeting to decrease Construction cost.	A PCR was approved at the December 5, 2018, CTC meeting to reduce Performance Measures from 90 to 38.
223	11-1142 SD-805	ROADSIDE SAFETY		RTL and Beg. Con will slip a few months but still in original FY.		
224	11-1146 SD-8	IN LA MESA AND EL CAJON FROM GROSSMONT BLVD OC TO RTE 8/54 SEP		Reviewing project schedle to if project will come in earlier than expected.		
225	11-1162 SD-78	SR-78 PAVEMENT REHABILITATION	PCR going to January 2019, CTC meeting will revise Scope and Performance Measures.		PS&E Allocation requested at January RTL, Project Manager is reviewing why EAC exceeds Allocated request. PCR going to January 2019, CTC meeting will revise R/W Cap and CON cost.	
226	11-1165 SD-8	11-SD-8 & 805 ROADSIDE SAFETY IMPROVEMENTS		Current schedule (PRSM) slightly adjusted from Approved dates, but still within original FY.		
227	11-1166 SD-8	11-SD-8 & 15 ROADSIDE SAFETY IMPROVEMENTS		R/W Cert, RTL, & Beg Con expected to come in earlier than scheduled but still within the original FY.		
228	11-1167 SD-8	11-SD-8 ROADSIDE SAFETY IMPROVEMENTS	PCR Committee approved 1/2019 to revised Post Miles and Project Description, and reduce Performance Measures.		PCR Committee approved 1/2019 to reduce CON and R/W Cap.	
229	11-1168 SD-Var	11-SD-8 & 125 ROADSIDE SAFETY IMPROVEMENTS		Current schedule (PRSM) is anticipated to come in slightly ahead of schedule but still within the original FY.		
230	11-1171 SD-Var	TMS ELEMENT IN-HOUSE FIBER OPTIC		Project is anticipated to deliver early, but with in original FY.		
231	11-1189 SD-8	GRADING IMPROVEMENTS, UPGRADING GUARDRAIL AND END TREATMENTS		Project Manager is review scheduled (PRSM) to determine why Beg Con is showing a 6 month delay, pushing Beg CON into next FY.		
232	11-1190 SD-5	SD - UPGRADE END TREATMENTS & INSTALL SHOULDER RUMBLE STRIPS		Project Manager is review scheduled (PRSM) to determine why Beg Con is showing a 4 month delay, pushing Beg CON into next FY.		
233	11-1191 SD-94	INSTALL ADA RAMPS		Project Manager is review schedule (PRSM) to see what is causing R/W Cert to be pushed 5 months into next FY.		
234	11-1195 SD-76	SR 76 CULVERT REPLACEMENT/FISH PASSAGE		Long Lead project.		
235	11-1200 SD-Var	UPGRADE/INSTALL CURVE WARNING SIGNS AT HORIZONTAL CURVES		On the Watch List. Project Manager revised the RTL date, will come in within original FY.		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
236	11-1205 SD-5	I-5 WATER CONSERVATION	PCR to combine EA 11-41880x and 11-42890x into 11-43067x, approved by the PCR Committee December 20, 2018.	Project Manger is review schedule (PRSM).	PCR to combine EA 11-41880x (\$304) and 11-42890x (\$384) into 11-43067x (\$688), approved by the PCR Committee December 20, 2018.	
237	11-1218 SD-5	I-5 REPAIR		PAED will be delivered a few weeks earlier than anticipated, which will pull in the rest of the Milestone dates a bit.		
238	11-1219 SD-52	SR-52		Current schedule (PRSM) slightly adjusted from Approved dates, Beg Con may come in a FY ahead of schedule.		
239	11-1237 SD-5	REPLACE SIGNS WITH TYPE XI SHEETING			PCR was submitted to HQ on 1/2/19 to increase Construction costs.	SHOPP Performance Measures increases from 936 to 3,772 signs.
240	11-1245 SD-5	RECYCLED WATER PROJECT/SD I-5	PCR to combine EA 11-41880x and 11-42890x into 11-43067x. New Description - In San Diego County in San Diego on Rte 5 from Camino de la Plaza OC to Otay River BR (PM R0.3/5.0) and on Rte 805 from Rte 805/5 SEP to San Ysidro Blvd. UC (PM 0.5/0.7). Conversion from potable water to recycled water for roadside landscape irrigation. On Rte 5 from Iris Street OC to Otay River bridge (pm 3.4/5.0). Roadside rehabilitation for water conservation and long term sustainability.	PCR to combine EA 11-41880x and 11-42890x into 11-43067x - Funding Year will remain the same.	PCR to combine EA 11-41880x (\$304) and 11-42890x (\$384) into 11-43067x (\$688).	
241	11-1247 SD-78	CULVERT REPLACEMENT		PAED Date will be revised back to Approved date in PRSM.	Project Manager is looking into why EAC.	
242	11-1255 SD-8	I8 - PAVEMENT REHAB		Project Manager will look at scheduled (PRSM) all Milestone dates are slight off, but in original FY.		
243	11-1256 SD-8	E8-S163 CONNECTOR OC		Cureent schedule (PRSM) is slightly off from Approved schedule but in origianl FY.		
244	11-1257 SD-125	SR-125 CAPM		Project is anticipated to deliver early, but with in original FY.		
245	11-1276 SD-163	SR163 BRIDGE RAIL UPGRADE (Long Lead SHOPP)		Long Lead project.		
246	11-1279 SD-5	I-5 CANNON RD SB AUXILIARY LANE		Current schedule (PRSM) will be alligned with Approved dates.		
247	11-1281 SD-5	I-5NCC ITS ELEMENTS	ROW Cert., Ready to List, and Begin Construction listed as 100% to match 11-2T218x since it was added to that EA for Construction.			
248	11-1283 IMP-78	CULVERT REHABILITATION	PCR submitted to January 2019, CTC meeting combining EA 11-42050x and EA 11-42060x with new EA 11-4306U.	Project Manger is review schedule (PRSM).	PCR submitted to January 2019, CTC meeting combining EA 11-42050x and EA 11-42060x with new EA 11-4306U.	
249	11-1329 IMP-8	IMP BRIDGE STRUCTRUE REHAB			Current ETCs (PRSM) are being reviewed.	
250	11-1332 SD-8	SD-008-R25.1/R40.1 - REHABILITATE CULVERTS.		Culvert project, locations within Tribal Reservation. TERO coordination required, may cause delay in PAED.		
251	11-1336 IMP-8	11-IMP-008-BRIDGE PRESERVATION			Current ETCs (PRSM) are being reviewed.	
252	11-1347 SD-78			Directors Order		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans

Dist-PPNO						
<u>No.</u>	<u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
253	12-2255 ORA-1	12-0P690 PCH Laguna Beach Upgrade ADA				The construction support ETC has been reduced and EAC is close to programmed amount.

Active Transportation Program

Progress Report: October 1, 2018 – December 31, 2018

Active Transportation Program (ATP)

Program Objectives: ATP was established in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to increase the proportion of trips accomplished by biking and walking; increase the safety and mobility of non-motorized users; advance the active transportation efforts of regional agencies; enhance public health; ensure that disadvantaged communities fully share in the benefits of the program; and provide a broad spectrum of projects to benefit many types of active transportation users.

The ATP Program

ATP consolidated various transportation programs – including the Federal Transportation Alternatives Program (TAP), State Bicycle Transportation Account, and State Safe Routes to School Program into a single program with roughly \$123 million per year for projects competitively selected for a four-year cycle. On June 28, 2017, the California Transportation Commission (Commission) adopted an amendment to the 2017 ATP Guidelines for the augmentation of the program with SB 1 funds. The ATP Augmentation guidelines set forth the process to augment the 2017 ATP (ATP SB 1) for funds available for Fiscal Years 2017-18 and 2018-19. SB 1 provided an additional \$100 million annually which allowed the Commission to select funding for projects over the next two fiscal years. Combined with existing resources, the ATP has \$445.6 million available for 2019 ATP programming.



Background:

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 provides additional funding for transportation infrastructure, increases accountability for how transportation funds are spent, and creates new transportation funding programs. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades, investing \$54 billion over the next decade to fix roads, freeways and bridges, and puts more dollars toward transit and safety, in communities across California.

ATP at a Glance:	ATP
Number of years for programming	2-year period
Total programmed funds	\$283 Million
Number of programmed projects	148
Total cost of all programmed projects	\$542 Million
Number of projects allocated (any phase)	93
Total dollars allocated	\$53 Million
Number of awarded projects	19
Total SB 1 dollars of awarded projects	\$13.5 Million
Total remaining to program (<i>see program status</i>)	\$445.6 Million
Number of projects cancelled by applicant	2
Total dollars of cancelled projects	\$634,000

Program Status: The 2019 ATP program's call-for-projects closed in July 2018. The Commission recommended projects for the Statewide and Small Urban and Rural components in December 2018. The recommendations include 51 projects for the Statewide component with \$290 million in total project costs and \$237.5 million in recommended ATP funding. Ten projects were recommended for the Small Urban and Rural component with \$59.7 million in total project costs and \$43.7 million in ATP funding. Project applications that were not successful will be distributed to large Metropolitan Planning Organizations (MPOs) based on their location for the MPO component list of recommendations to be adopted in June 2019. SB1 also directs \$4 million, per year through 2021-22, to the California Conservation Corps (CCC) and certified Local Community Conservation Corps (LCCC) for active transportation projects.

2019 ATP Components of Funding	Available for Programming	Scheduled Programming
Statewide	\$218.8 Million	January 2019
Small Urban and Rural	\$43.8 Million	January 2019
MPO	\$175 Million	June 2019
CCC/LCCC	\$8 Million	June 2019

Program Outputs: The tables below summarize the projected Infrastructure and Non-Infrastructure outputs for all programmed ATP SB 1 projects.

INFRASTRUCTURE Outputs						
	Planned as Adopted into Program		Delivered and Ready for Construction		Complete and Open	
Benefits Category - Outputs	Miles	Each	Miles	Each	Miles	Each
Bike Lanes - Class 1	90	-	1.5	-	-	-
Bike Lanes - Class 2	122	-	13	-	-	-
Bike Lanes - Class 3	25	-	-	-	-	-
Bike Lanes - Class 4	13	-	-	-	-	-
Sidewalks - < 8 feet wide	57	-	4	-	-	-
Sidewalks - > 8 feet wide	7	-	-	-	-	-
Sidewalks - Widen Existing	3	-	-	-	-	-
Crosswalks	-	116	-	1	-	-

NON-INFRASTRUCTURE Outputs	
Category	Each
Programs	474
Plans	6

Baseline Agreement Status

Total Required	4
Approved	2
Future	2

Construction Contract Awards

	Current Quarter	To Date
Planned	8	19
Actual	8	19

Completion Reports @ Contract Acceptance or Open to Public

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Final Delivery Reports

	Current Quarter	To Date
Planned	0	0
Actual	0	0

Project List: All projects programmed or allocated with ATP SB 1 funding that Caltrans received a progress report for are listed on Attachment 1. Attachment 1 includes general project information with the approved schedule and budget. The City of Paradise is exempt from project reporting until further notice. Attachment 1 is located on the SB 1 Portal at <http://www.dot.ca.gov/sb1/docs/ATPOctoberDecember2018.pdf>

Baseline Agreements Status: Four of the 148 programmed projects require a baseline agreement. As of December 31, 2018, two baseline agreements have been executed, and the remaining two are anticipated to be approved at a future Commission meeting.

Construction Contract Awards: As of December 31, 2018, 19 construction contracts have been awarded.

Completion Reports: As of December 31, 2018, no Completion Reports were received.

Final Delivery Reports: As of December 31, 2018, no Final Delivery Reports were received.

Summarize changes to the scope, cost, schedule and expected benefits: As of December 31, 2018, the ATP has two projects with potential scope, cost or schedule risks. These risks are addressed in Attachment 2.

Attachments:

1. ATP Project List – located on the SB 1 Portal at <http://www.dot.ca.gov/sb1/docs/ATPOctoberDecember2018.pdf>
2. ATP Corrective Action Plan

Active Transportation Program (ATP) Corrective Action Plans

Dist-PPNO						
<u>Co-Route</u>	<u>Project Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>	
05-2601 SB-	Las Positas and Modoc Roads Class I Construction		Original schedule was based on cycle 1 funding/schedule. Schedule was pushed out a bit due to 3A funding years.			
08-1019 RIV-	CV LINK		CVAG will request the maximum extension of time for R/W expenditure to secure the tribal lands and parcels needed for the implementation of the CVLink. The time extension request will be submitted for the March 2019 CTC meeting.			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5f.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**
EMERGENCY G-11-16, SHOPP G-03-10 SAFETY, AND MINOR G-05-16

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- \$54,352,000 for construction and \$13,240,000 for construction engineering for 17 emergency construction projects, pursuant to the authority granted under Resolution G-11-16 (2.5f.(1)).
- \$0 for construction and \$0 for construction engineering for zero safety projects, pursuant to the authority granted under Resolution G-03-10 (2.5f.(3)).
- \$4,951,000 for five State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16 (2.5f.(4)).

As of February 02, 2019, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2018-19:

- \$235,900,000 for 69 emergency construction projects.
- \$164,523,000 for 29 safety delegated projects.
- \$13,038,000 for 18 SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-11-16, 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-11-16. 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 projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-16 authorizes the Department to sub-allocate funds for Minor projects. At the June 2018 meeting, the funding and project listing for the FY 2018-19 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-17-05.

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 allocate funds for safety projects and 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 No. Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1) Informational Report - Emergency G-11 Allocations				
1 \$50,000 Humboldt 01-Hum-96 20.0/24.0	Near Weitchpec, from 3.0 miles west of Klamath River to 0.6 mile east of Upper Weitchpec School Road. On February 21, 2017 saturated soil conditions resulted in a slipout occurring and immediately closed the roadway. The roadway settled three feet overnight. As per geotechnical investigations, the project will provide one-way traffic control, stabilize slope, repair drainage system, and reconstruct roadway. Supplemental work is required to close out the project. Initial G-11 Allocation 04/06/17: \$4,150,000 Supplemental G-11 Allocation 08/07/17: \$7,100,000 Supplemental G-11 Allocation 12/05/18: \$50,000 Revised Allocation: \$11,300,000	01-2478 SHOPP/16-17 CON ENG \$0 CONST \$50,000 0117000087 4 0H030 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$0 \$50,000
2 \$1,500,000 Humboldt 01-Hum-101 80.8	In Eureka, at 1.4 miles north of V Street. On December 21, 2018, the Department was notified of damaged gates causing back-flowing through the system and raising water level above normal levels. This project will provide a temporary repair until the permanent tide gates are manufactured, provide environmental monitoring and protection, reestablish access road, and place erosion control measures. Initial G-11 Allocation 01/07/19: \$1,500,000 (Additional \$25,000 was allocated for right of way purposes.)	01-8507 SHOPP/18-19 CON ENG \$500,000 CONST \$1,000,000 0119000041 4 0J450 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$500,000 \$1,000,000
3 \$3,500,000 Humboldt 01-Hum-200 R2.6	Near Arcata, at Route 200/299 Separation Bridge No. 04-0184. On November 24, 2018 a semi-truck carrying an over height crawler type excavator struck Girders 1 and 2 in Span 2 of the bridge. The impact damaged the reinforced concrete girders requiring the bridge to be closed to traffic until repairs are completed. This project will require re-splicing the damaged rebars and recasting the damaged portion of girders. The responsible party has been identified and abatement will be pursued. Initial G-11 Allocation 01/07/19: \$3,500,000 (Additional \$10,000 was allocated for right of way purposes.)	01-2523 SHOPP/18-19 CON ENG \$1,000,000 CONST \$2,500,000 0119000039 4 0J440 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,000,000 \$2,500,000
4 \$6,200,000 Trinity 02-Tri-299 32.0/33.0	Near Helena, from 0.5 mile east of Wheel Gulch Road to 3.8 miles west of East Fork Road. On January 9, 2019, a rock slide occurred leaving material across all traffic lanes. Investigation of the site determined that the rock face will continue to remain active and poses an imminent threat to motorist. This project will remove and off haul unstable large rocks on the slope, place rock slope drapery, and provide traffic control. Initial G-11 Allocation 01/11/19: \$6,200,000 (Additional \$50,000 was allocated for right of way purposes.)	02-3746 SHOPP/18-19 CON ENG \$1,200,000 CONST \$5,000,000 0219000073 4 0J220 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,200,000 \$5,000,000
5 \$3,200,000 Trinity 02-Tri-299 40.8/41.2	Near Junction City, from 0.6 mile east of Valdor Drive to 0.1 mile west of Powerhouse Road. On January 6, 2019, a slide on Route 299 placed approximately 1,000 cubic yards of material closing the highway. Due to unstable slope falls continue to fall from approximately 100' up slope and damaging the roadway. This project will bench back the slope, install rock fence (if necessary), and provide traffic control. Initial G-11 Allocation 01/11/19: \$3,200,000 (Additional \$40,000 was allocated for right of way purposes.)	02-3745 SHOPP/18-19 CON ENG \$700,000 CONST \$2,500,000 0219000056 4 0J090 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$700,000 \$2,500,000

2.5 Highway Financial Matters

Project No. Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1) Informational Report - Emergency G-11 Allocations				
6 \$24,000,000 Butte 03-But-191 0.0/11.3	In and near Paradise on various routes and locations. The Camp Fire began on November 8, 2018 near Pulga, burned over 150,000 acres, 85 casualties, and nearly 19,000 structures. The fire has burned the existing wood posts, signs, damaged the guardrail and support slopes, and fire debris is collecting in the drainage systems. This project will remove fire debris and trees, repair drainage systems, guardrail, signs, retaining walls and slopes. Initial G-11 Allocation 12/03/18: \$24,000,000 (Additional \$100,000 was allocated for right of way purposes.)	03-2297 SHOPP/18-19 CON ENG \$4,000,000 CONST \$20,000,000 0319000059 4 4H830 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$4,000,000 \$20,000,000
7 \$500,000 Sacramento 03-Sac-5 15.9/24.7	In the city of Sacramento, from Pocket Road to Richards Boulevard; also on Route 50 from Route 5 to Manlove Pedestrian Overcrossing (PM L0.5/R5.8). On August 30, 2018 the Department was notified of a pothole that developed on Route 5 damaging numerous vehicles. After field investigation it was determined that the pothole was a concrete material failure. Subsequent investigations have identified other concrete slabs in critical condition on Route 5 and Route 50 that need immediate repair. This supplemental is necessary to complete an out of scope change to repair an eroded embankment at PM 24.4 that was caused by heavy rains on November 29, 2018. Initial G-11 Allocation 09/12/18: \$6,500,000 Supplemental G-11 Allocation 12/20/18: \$500,000 Revised Allocation: \$7,000,000	03-5872 SHOPP/18-19 CON ENG \$0 CONST \$500,000 0319000031 4 4H700 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$0 \$500,000
8 \$700,000 Sacramento 03-Sac-160 L7.0	Near Rio Vista at Three Mile Slough Bridge No. 24-0121. On December 3, 2018 the department discovered a kink in the wire rope used to lift the Three Mile Slough Bridge. After additional investigation it was noticed that the kink damaged the rope guide and push bar. This emergency measure resulted in the draw bridge being inoperable and the US Coast Guard was notified. This project will replace the mechanical damaged components. Initial G-11 Allocation 01/07/19: \$700,000	03-5874 SHOPP/18-19 CON ENG \$200,000 CONST \$500,000 0319000074 4 4H900 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$200,000 \$500,000
9 \$800,000 Monterey 05-Mon-1 35.7/35.9	Near Big Sur, at Julia Pfeiffer Burns State Park. Rain storms from December 17, 2018 through January 6, 2019 caused slip outs impacting the stability of the roadway and damaging drainage systems and guardrail. This project will repair the drainage systems, and reconstruct slopes and guardrail system. Initial G-11 Allocation 01/17/19: \$800,000 (Additional \$10,000 was allocated for right of way purposes.)	05-2905 SHOPP/18-19 CON ENG \$200,000 CONST \$600,000 0518000220 4 1K540 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$200,000 \$600,000

2.5 Highway Financial Matters

Project No. Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1) Informational Report - Emergency G-11 Allocations				
10 \$1,300,000 Fresno 06-Fre-180 130.1/137.7	Near Kings Canyon National Park, from 19.6 miles east of Route 198 to 20.9 miles east of Hume Lake Road. Due to repeated monsoonal thunder storm events that occurred in July and August, the Kings River experienced high velocity water flows, which through recent discovery, caused cemented rock bank damage and slope failures. This project will import fill to stabilize the slope, place RSP with concrete slurry, and repair the roadway. This supplemental is necessary due to large cavernous voids discovered under the roadway during construction.	06-6974 SHOPP/18-19 CON ENG \$0 CONST \$1,300,000 0619000032 4 0Y590	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$0 \$1,300,000
	Initial G-11 Allocation 09/13/18: \$2,295,000 Supplemental G-11 Allocation 12/20/18: \$1,300,000 Revised Allocation: \$3,595,000	Emergency		
11 \$1,200,000 Tulare 06-Tul-99 41.1/48.8	Near Goshen, from 2.1 miles north of Route 198 to 0.1 mile north of Merritt Drive. An emergency contract is required to remove and replace accelerated pavement failure after rain events in November and December 2018. The pavement was placed in 2017 per specifications and began to delimitate creating potholes in the number 3 wheel paths. This project will remove and replace the top 0.1' of failed rubber asphalt pavement.	06-6993 SHOPP/18-19 CON ENG \$300,000 CONST \$900,000 0619000081 4 0Y680	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$300,000 \$900,000
	Initial G-11 Allocation 01/14/19: \$1,200,000	Emergency		
12 \$6,900,000 Los Angeles 07-LA-1 40.7/59.9	In and near Malibu, from Route 27 to Route 23. The Woolsey Fire began on November 8, 2018. The fire has burned over 96,000 acres and destroyed existing wood posts, signs, guardrail, support slopes, and fire debris are collecting in the drainage systems. This project will clean fire debris, repair drainage systems, guardrail, signs, and slopes.	07-5476 SHOPP/18-19 CON ENG \$1,400,000 CONST \$5,500,000 0719000134 4 1XK30	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,400,000 \$5,500,000
	Initial G-11 Allocation 12/20/18: \$6,900,000 (Additional \$100,000 was allocated for right of way purposes.)	Emergency		
13 \$6,700,000 Los Angeles 07-LA-23 0.0/8.4	In and near Malibu, from Route 1 to 0.1 mile south of Country Ranch Road; also on Route 1 from Route 23 to Deer Creek Road (PM LA-59.9/Ven-2.6). The Woolsey Fire began on November 8, 2018. The fire has burned over 96,000 acres and destroyed existing wood posts, signs, guardrail, support slopes, and fire debris are collecting in the drainage systems. This project will clean fire debris, repair drainage systems, guardrail, signs, and slopes.	07-5474 SHOPP/18-19 CON ENG \$1,500,000 CONST \$5,200,000 0719000131 4 1XK10	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,500,000 \$5,200,000
	Initial G-11 Allocation 12/20/18: \$6,700,000 (Additional \$100,000 was allocated for right of way purposes.)	Emergency		
14 \$660,000 Los Angeles 07-LA-91 R7.2/R10.7	In and near Compton, from Avalon Undercrossing to Santa Fe Avenue. On December 1, 2018, an intense rain event occurred eroding slopes, and damaging pavement, an irrigation line, and fencing. This project will repair the eroded embankments, remove and replace asphalt, and remove debris.	07-5478 SHOPP/18-19 CON ENG \$110,000 CONST \$550,000 0719000148 4 1XK50	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$110,000 \$550,000
	Initial G-11 Allocation 01/07/19: \$660,000	Emergency		

2.5 Highway Financial Matters

Project No. Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1) Informational Report - Emergency G-11 Allocations				
15 \$8,050,000 Los Angeles 07-LA-101 27.3/36.2	In the city of Los Angeles, from Valley Circle to Reyes Adobe Road. The Woolsey Fire began on November 8, 2018 in Chatsworth. The fire has burned the existing wood posts, signs, damaged the guardrail and support slopes, and fire debris is collecting in the drainage systems. This project will clean fire debris, repair drainage systems, guardrail, signs, and slopes. Initial G-11 Allocation 12/03/18: \$8,050,000 (Additional \$50,000 was allocated for right of way purposes.)	07-5473 SHOPP/18-19 CON ENG \$1,550,000 CONST \$6,500,000 0719000125 4 1XK00 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,550,000 \$6,500,000
16 \$397,000 Los Angeles 07-LA-405 19.0/19.2	In Hawthorne, at Rosencrans Avenue. On November 26, 2018, an existing 4 inch irrigation line broke, eroded the slope, undermined the pavement, and caused damages to an adjacent private property. This project will repair the irrigation line, pavement, and slope, and place erosion control. Initial G-11 Allocation 12/20/18: \$397,000	07-5477 SHOPP/18-19 CON ENG \$80,000 CONST \$317,000 0719000143 4 1XK40 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$80,000 \$317,000
17 \$1,935,000 Ventura 07-Ven-101 8.9/9.8	In and near Thousand Oaks, from 1.0 mile north of Wendy Drive to 1.0 mile south of Camarillo Springs Road. The Hill Fire began on November 8, 2018 near Hill Canyon Road and has burned over 4,500 acres. The fire has burned the existing wood posts, signs, and damaged a weight station structure. This project will remove fire debris, repair drainage systems, guardrail, signs, slopes, and structure. Initial G-11 Allocation 12/03/18: \$1,935,000 (Additional \$25,000 was allocated for right of way purposes.)	07-5475 SHOPP/18-19 CON ENG \$500,000 CONST \$1,435,000 0719000135 4 1XK20 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$500,000 \$1,435,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est.	Allocations
2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations									
1	02	Sis	161	18.3/19.4	Pavement rehabilitation.	2H180	201.120	\$1,000,000	\$1,151,000
2	03	Pla	80	33.0/33.1	Install a roundabout.	4H170	201.310	\$1,250,000	\$1,250,000
3	05	SB	Var	Var	Update crosswalk signs, pavement markings and median construction.	1G750	201.015	\$830,000	\$797,000
4	06	Fre	41	24.5	Connector ramp.	0W950	201.015	\$615,000	\$583,000
5	06	Ker	166	4.7/5.0	Cold plane and resurface pavement and widen shoulders.	0U510	201.120	\$1,100,000	\$1,170,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.2a.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY
PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this informational item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Years 2017-18 and 2018-19.

In 2017-18, the Commission voted 399 State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of February 7, 2019, 384 projects totaling \$2.59 billion have been awarded. Funds for one project have lapsed.

In 2018-19, the Commission voted 198 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of February 7, 2019, 155 projects totaling \$1.12 billion have been awarded.

BACKGROUND:

In accordance with the STIP Guidelines, and the Interim SHOPP Guidelines, projects are required to be ready to proceed to construction within six months of allocation.

Attachments

Voted Not Awarded Project Status

Reference No.: 3.2a.

March 13-14, 2019

Attachment 1

FY 2017-18 Allocations

Month Allocated	No. of Projects Voted	Voted Projects \$x1000 CONST	No. of Projects Awarded	Awarded Projects \$x1000	No. of Projects Pending /Award	No. of Projects Funds Lapsed
Aug-17	117	\$931,007	116	\$894,058	1	0
Oct-17	34	\$147,145	33	\$143,233	0	1
Dec-17	36	\$156,677	35	\$95,889	1	0
Jan-18	35	\$178,910	34	\$322,826	1	0
Mar-18	41	\$159,071	40	\$182,492	1	0
May-18	60	\$549,407	53	\$245,689	7	0
Jun-18	76	\$606,438	73	\$701,545	3	0
TOTAL	399	\$2,728,655	384	\$2,585,732	14	1

FY 2018-19 Allocations

Month Allocated	No. of Projects Voted	Voted Projects \$x1000 CONST	No. of Projects Awarded	Awarded Projects \$x1000	No. of Projects Pending /Award	No. of Projects Funds Lapsed
Aug-18	118	\$1,389,697	107	\$850,129	11	0
Oct-18	37	\$312,425	29	\$201,706	8	0
Dec-18	31	\$164,816	19	\$68,983	12	0
Jan-19	12	\$2,579	0	\$0	12	0
TOTAL	198	\$1,869,517	155	\$1,120,818	43	0

Voted Not Awarded Project Status

Reference No.: 3.2a.
March 13-14, 2019
Attachment 2

FY 2017-18 Project Award Status

No.	Dist EA	PPNO	Work Description	Allocation Date	Allocation Amount (x \$1,000)	Updated Award Deadline	Project Status
1	04-2A32A	0380N	Near Napa, at Sarco Creek Bridge No. 21-0008. Plant establishment for bridge replacement project.	Jun-2018	\$ 450	6/30/2019	This project (landscaping for project 04-2A320) was repackaged and re-advertised on 12/06/18. Additional contractor outreach is being done. The target award date was 01/18/19. A 6-month time extension was approved at the January 2019 CTC Meeting.
2	04-2J100	1488P	In Napa, at northbound ramps and 1st Street. Construct roundabout. This project is combined with PPNO 2130F.	Jun-2018	\$ 6,950	6/30/2019	This is a cooperative project with the City of Napa where Caltrans is the implementing agency for construction of the roundabouts, in partnership with the city of Napa. Due to the proximity of the three roundabouts, efficiencies can be realized and traffic impacts minimized during construction by combining the work under one construction contract administered by Caltrans. Target award date was 01/18/19. A 6-month time extension was approved at the January 2019 CTC Meeting.
3	04-2J100	2130F	In the city of Napa. Construct roundabouts on California Boulevard at First and Second Streets and on First Street/State Route 29 northbound on- and off-ramps intersection. This project is combined with PPNO 1488P.	Jun-2018	\$ 2,571	6/30/2019	This is a cooperative project with the City of Napa where Caltrans is the implementing agency for construction of the roundabouts, in partnership with the city of Napa. Due to the proximity of the three roundabouts, efficiencies can be realized and traffic impacts minimized during construction by combining the work under one construction contract administered by Caltrans. Target award date was 01/18/19. A 6-month time extension was approved at the January 2019 CTC Meeting.
4	04-2J440	1482K	In Hayward, from 0.4 mile west of Clawiter Road to 0.3 mile west of Hesperian Boulevard. Install safety lighting and upgrade lighting.	Jun-2018	\$ 5,527	9/30/2019	After evaluation of the bids and discussing factors with the bidders resulted in the high bids, the Department has decided to reject all of the bids. Re-advertisement will require repackaging to include a modified electrical trench detail, updating the project to 2018 standards, additional project reviews, listing, advertisement, and award. There may also be delays due to bid protests. A 9-month time extension was approved at the January 2019 CTC Meeting.
5	08-0N670	0056H	In and near Hemet, from 0.6 mile east of Route 215 to 0.3 mile west of Acacia Avenue. Construct raised curb median.	Jun-2018	\$ 35,495	3/31/2019	On 10/08/18, Southern California Gas Company conducted potholing and confirmed the validity of the previously agreed Utility Agreement for construction. That delay also necessitated the need to update the project to 2018 project specifications. The project bid opening is anticipated in February 2019 and the Department expects to award by April 2019. A 3-month time extension was approved at the January 2019 CTC Meeting.
6	08-0Q120	0191J	In Victorville, from Cobalt Road to Route 395. Construct raised curb median.	Jun-2018	\$ 11,306	2/28/2019	The permits in question resulted in detailed elaborate species specifications (both standard and non-standard) whose approvals took a lot longer to obtain, than was anticipated from the Regulatory Agencies which delayed the advertisement. Target Bid opening was 01/23/19, and target award is anticipated for 03/01/19. A 2-month time extension was approved at the January 2019 CTC Meeting.
7	02-4C150	3314	In Victorville, from Cobalt Road to Route 395. Construct raised curb median.	Jun-2018	\$ 3,272	8/31/2019	It is possible that the Department will not only need to proceed through the legal process, but also repackage, re-advertise and then re-award the project. An 8-month time extension was approved at the January 2019 CTC Meeting.

Total: \$65,571 (amount x1000)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.2b.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER STIP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year 2017-18 and 2018-19.

In 2017-18, the Commission allocated \$12,678,000 to construct 14 locally-administered STIP projects. As of February 8, 2019, 11 projects totaling \$9,136,000 have been awarded. Three projects have approved time extensions.

In 2018-19, the Commission allocated \$17,087,000 to construct six locally-administered STIP projects. As of February 8, 2019, two projects totaling \$8,531,000 have been awarded. One project has a concurrent time extension at the March 2019 Commission meeting.

BACKGROUND:

Current STIP Guidelines require 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 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2017	0	\$0	0	0	0	0
October 2017	1	\$1,846	1	0	0	1
December 2017	0	\$0	0	0	0	0
January 2018	2	\$1,356	2	0	0	2
March 2018	5	\$4,195	4	0	1	4
May 2018	4	\$4,495	2	0	2	2
June 2018	2	\$786	2	0	0	2
TOTAL	14	\$12,678	11	0	3	11

FY 2018-19 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2018	3	\$11,725	2	0	1	2
October 2018	2	\$2,767	0	0	2	0
December 2018	1	\$2,595	0	0	1	0
TOTAL	6	\$17,087	2	0	4	2

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 Tracy	MacArthur Drive Widening and Reconstruction	10-6629	16-Aug-18	8-Feb-19	\$3,194,000	A Concurrent Time Extension was submitted for the March 2019 meeting.
City of Dorris	California Street Rehabilitation	02-2555	18-Oct-18	30-Apr-19	\$117,000	The project will be awarded by the deadline.
Contra Costa County	Kirker Pass Road	04-2025J	18-Oct-18	30-Apr-19	\$2,650,000	The project will be awarded by the deadline.
City of Alturas	Pedestrian Improvements along Alturas Central Business District	02-2534	22-Mar-18	31-May-19	\$942,000 ⁽¹⁾	The project will be awarded by the extended deadline.
City of Watsonville	Green Valley Road Pavement Preservation (Struve Slough-Freedom Boulevard)	05-2733	17-May-18	31-Aug-19	\$795,000 ⁽²⁾	The project will be awarded by the extended deadline
City of Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network Segment 7	05-2551	17-May-18	30-Nov-19	\$1,805,000 ⁽¹⁾	The project will be awarded by the extended deadline
Grand Total					\$9,503,000	

- (1) This extended deadline was approved in October 2018 (Waiver 18-47)
(2) This extended deadline was approved in December 2018 (Waiver 18-53)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.2c.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2016-17, FY 2017-18 and FY 2018-19.

In FY 2016-17, the Commission allocated \$153,796,000 to construct 114 ATP projects. As of February 8, 2019, 112 projects totaling \$149,879,000 have been awarded. Two projects have lapsed.

In FY 2017-18, the Commission allocated \$116,913,000 to construct 89 ATP projects. As of February 8, 2019, 70 projects totaling \$65,589,000 have been awarded. Seventeen projects have approved time extensions. Two projects have deferred time extensions.

In FY 2018-19, the Commission allocated \$23,102,000 to construct 28 ATP projects. As of February 8, 2019, five projects have been awarded. Two projects have concurrent time extension requests on the March 2019 Commission meeting agenda.

BACKGROUND:

Current ATP Guidelines require 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 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2016	11	\$6,233	11	0	0	9
October 2016	9	\$10,958	9	0	0	6
December 2016	16	\$27,711	15	1	0	9
January 2017	15	\$25,061	15	0	0	8
March 2017	15	\$18,038	15	0	0	10
May 2017	21	\$31,338	20	1	0	12
June 2017	27	\$34,457	27	0	0	21
Total	114	\$153,796	112	2	0	75

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2017	3	\$3,154	3	0	0	2
October 2017	6	\$14,398	6	0	0	6
December 2017	6	\$9,880	5	0	1	3
January 2018	7	\$5,036	7	0	0	6
March 2018	12	\$26,912	11	0	1	10
May 2018	19	\$18,920	14	0	5	14
June 2018	36	\$38,613	24	0	12	22
Total	89	\$116,913	70	0	19	63

FY 2018-19 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2018	6	\$2,405	4	0	2	4
October 2018	4	\$1,225	1	0	3	1
December 2018	6	\$8,819	0	0	6	0
January 2019	12	\$10,653	0	0	12	0
Total	28	\$23,102	5	0	23	5

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

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

CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2c.
March 13-14, 2019
Page 3 of 3

ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Carson	City of Carson Active Transportation Project	07-4934	8-Dec-16	31-Dec-17	\$1,436,000	Lapsed.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-May-18	\$2,481,000	Lapsed.
Town of Paradise	Almond Street Multi-Modal Improvements	03-1019	28-Jun-18	Deferred	\$3,005,000	Extension deferred at the December 2018 meeting.
Town of Paradise	Active Transportation Gap Closure Complex	03-1028	28-Jun-18	Deferred	\$3,787,000	Extension deferred at the December 2018 meeting.
Southern California Association of Governments	Southern California Disadvantaged Communities Planning Initiative	07-5335	17-May-18	28-Feb-19	\$1,150,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
City of Pasadena	Pasadena-Pasadena Unified School District Safe Routes to School Education and Encouragement Program	07-5446	16-Aug-18	28-Feb-19	\$780,000	A Concurrent Time Extension was submitted at the March 2019 meeting.
City of Folsom	South Fortuna Elementary School Safe Routes to School Project	09-2441B	16-Aug-18	28-Feb-19	\$31,000	The project will be awarded by the deadline.
Southern California Association of Governments	Southern California Association of Governments 2017 Active Transportation Local Planning Initiative	07-5462	28-Jun-18	31-Mar-19	\$1,289,000 ⁽⁴⁾	The project will award by the extended deadline.
City of Downey	City of Downey Pedestrian Plan	07-5141	28-Jun-18	31-Mar-19	\$300,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
Riverside County	Camino Aventura Sidewalk Safety Improvements	08-1199B	28-Jun-18	31-Mar-19	\$13,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
Riverside County	Thousand Palms Sidewalk Safety Improvements	08-1200B	28-Jun-18	31-Mar-19	\$12,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
City of Madera	Fresno River Trail Safe Routes Project	06-6840	31-Oct-18	30-Apr-19	\$379,000	A Concurrent Time Extension was submitted at the March 2019 meeting.
City of Visalia	Green Acres Middle School Enhanced Crosswalk	06-6824	31-Oct-18	30-Apr-19	\$79,000	The project will be awarded within the deadline.
City of Chula Vista	Class II Bike Lanes on Broadway in Chula Vista, California	11-1297	31-Oct-18	30-Apr-19	\$747,000	The project will be awarded within the deadline.
City of Victorville	Mojave Riverwalk Shared-Use Bicycle Facility	08-1204	17-May-18	31-May-19	\$3,760,000 ⁽³⁾	The project will be awarded by the extended deadline.
City of Los Angeles	Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason	07-5042	7-Dec-17	30-Jun-19	\$5,432,000 ⁽¹⁾	The project will be awarded by the extended deadline.
City of Oxnard	New Traffic Signal	07-5143	28-Jun-18	30-Jun-19	\$495,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
City of San Jacinto	San Jacinto Valley Connect	08-1203	28-Jun-18	30-Jun-19	\$546,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
City of Plymouth	Main Street /Shenadoah Safe Routes to School Project	10-3178	28-Jun-18	30-Jun-19	\$770,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
City of Turlock	Christoferrson Parkway Pedestrian and Bike Improvements with Connectors	10-3184A	28-Jun-18	30-Jun-19	\$220,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
Sonoma-Marin Area Rail Transit District	SMART Pathway – Petaluma (Payran to Southpoint)	04-2318	17-May-18	31-Jul-19	\$1,461,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
City of Los Angeles	San Fernando Road Bike Path – Phase 3	07-5190	22-Mar-18	31-Aug-19	\$21,195,000 ⁽²⁾	The project will be awarded by the extended deadline.
City of Berkeley	Berkeley 9 th Street Bicycle Boulevard Extension Pathway Phase II	04-2190Q	17-May-18	30-Nov-19	\$705,000 ⁽³⁾	The project will be awarded by the extended deadline.
City of Tehachapi	Rail Corridor Pedestrian Safety Project	09-0670	17-May-18	30-Nov-19	\$2,042,000 ⁽³⁾	The project will be awarded by the extended deadline.
City of Riverside	Citywide Bicycle and Pedestrian Improvements	08-1201	28-Jun-18	31-Dec-19	\$942,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
City of San Carlos	Route 101/Holly Street Pedestrian and Bicycle	04-2329	28-Jun-18	31-Dec-19	\$4,200,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
Grand Total					\$57,257,000	

- (1) This extended deadline was approved in June 2018 (Waiver 17-30)
- (2) This extended deadline was approved in August 2018 (Waiver 18-40)
- (3) This extended deadline was approved in October 2018 (Waiver 18-46)
- (4) This extended deadline was approved in December 2018 (Waiver 18-51)
- (5) This extended deadline was approved in January 2019 (Waiver 19-02)

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.3
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **STATUS OF THE START TIME OF EXPENDITURES FOR PRECONSTRUCTION
SUPPORT PHASES FOR SHOPP PROJECTS PER THE TIMELY USE FUNDS POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this informational item on the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP). The preconstruction support phases are Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way Support (R/W Sup).

In fiscal year 2017-18, the Commission allocated 1,056 SHOPP preconstruction support phases. As of February 6, 2019, 1,046 phases have expenditures. Nine preconstruction phases have been rescinded.

In 2018-19, the Commission allocated 319 SHOPP preconstruction support phases. As of February 6, 2019, 305 phases have expenditures.

All phases allocated at the August 2018 Commission meeting have begun to incur expenditures. Per the Interim SHOPP Guidelines, any phases allocated, need to begin incurring expenditures within six months.

BACKGROUND:

The passage of the Road Repair and Accountability Act (Senate Bill 1) necessitates that the Department and the Commission establish baseline budgets for each preconstruction support phase of each project in the 2016 and 2018 SHOPP. Government Code Section 14526.5(g) formalizes the condition of allocation for preconstruction support phases on or after July 1, 2017 for all SHOPP projects. The Interim SHOPP Guidelines developed by Commission staff, in partnership with the Department, and adopted by the Commission at the June 2017 meeting, requires that expenditures allocated for SHOPP projects for preconstruction support phases begin accruing expenditures within six months of the date of allocation by the Commission.

Attachments

Voted Not Expended Project Status

Reference No.: 3.3

March 13-14, 2019

Attachment 1

Month Allocated	Pre-construction Support Phase	No. of Support Phases Voted	Voted Phases \$ x 1000	No. of Phases Started	No. of Phases Approved Time Ext.	No. of Phases Not Started	No. of Phases Rescinded	No. of Phases Lapsed
Aug-17	PA&ED	52	\$51,222	51	0	0	1	0
	PS&E	59	\$75,358	59	0	0	0	0
	R/W Sup	56	\$14,720	55	0	0	1	0
August 2017 Total		167	\$141,300	165	0	0	2	0
Oct-17	PA&ED	108	\$178,185	108	0	0	0	0
	PS&E	41	\$33,982	41	0	0	0	0
	R/W Sup	39	\$11,317	39	0	0	0	0
October 2017 Total		188	\$223,484	188	0	0	0	0
Dec-17	PA&ED	14	\$28,633	14	0	0	0	0
	PS&E	37	\$44,614	37	0	0	0	0
	R/W Sup	33	\$4,612	33	0	0	0	0
December 2017 Total		84	\$77,859	84	0	0	0	0
Jan-18	PA&ED	5	\$3,635	5	0	0	0	0
	PS&E	31	\$40,819	31	0	0	0	0
	R/W Sup	24	\$2,385	22	0	0	2	0
January 2018 Total		60	\$46,839	58	0	0	2	0
Mar-18	PA&ED	147	\$145,235	144	1	0	2	0
	PS&E	49	\$69,848	49	0	0	0	0
	R/W Sup	43	\$10,188	43	0	0	0	0
March 2018 Total		239	\$225,271	236	1	0	2	0
May-18	PA&ED	31	\$39,757	31	0	0	0	0
	PS&E	37	\$50,050	37	0	0	0	0
	R/W Sup	33	\$3,973	33	0	0	0	0
May 2018 Total		101	\$93,780	101	0	0	0	0
Jun-18	PA&ED	100	\$84,681	97	0	0	3	0
	PS&E	61	\$78,295	61	0	0	0	0
	R/W Sup	56	\$8,460	56	0	0	0	0
June 2018 Total		217	\$171,436	214	0	0	3	0
FY 17-18 Total		1,056	\$979,969	1,046	1	0	9	0

Voted Not Expended Project Status

Reference No.: 3.3

March 13-14, 2019

Attachment 2

Month Allocated	Pre- construction Support Phase	No. of Support Phases Voted	Voted Phases \$ x 1000	No. of Phases Started	No. of Phases Approved Time Ext.	No. of Phases Not Started	No. of Phases Rescinded	No. of Phases Lapsed
Aug-18	PA&ED	45	\$35,259	45	0	0	0	0
	PS&E	42	\$69,202	42	0	0	0	0
	R/W Sup	39	\$13,493	39	0	0	0	0
August 2018 Total		126	\$117,954	126	0	0	0	0
Oct-18	PA&ED	29	\$32,943	26	0	3	0	0
	PS&E	41	\$60,122	41	0	0	0	0
	R/W Sup	33	\$9,123	33	0	0	0	0
October 2018 Total		103	\$102,188	100	0	3	0	0
Dec-18	PA&ED	20	\$41,581	9	0	11	0	0
	PS&E	43	\$62,331	43	0	0	0	0
	R/W Sup	27	\$8,111	27	0	0	0	0
December 2018 Total		90	\$112,023	79	0	11	0	0
FY 18-19 Total		319	\$332,165	305	0	14	0	0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.5
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FISCAL YEAR 2018-19 – SECOND QUARTER FINANCE REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Division of Budgets Fiscal Year (FY) 2018-19 Finance Report, for the second quarter, to the California Transportation Commission (Commission) at its March 13-14, 2019, as in informational item.

BACKGROUND:

The purpose of the quarterly Finance Report is to provide the Commission with the status of capital allocations versus capacity and to report any trends or issues that may require action by the Department or the Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources.

Attachment



Department of Transportation Quarterly Finance Report

Second Quarter 2018-19

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2017-18 and 2018-19 Quarterly Finance Reports.

California Department of Transportation			
Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	Quarterly Report	Activity	Date
2018-19	2017-18 Q4	Close of Quarter	6/30/18
		Quarterly Report to Commission Staff	8/30/18
		Presented to Commission	10/17/18
	2018-19 Q1	Close of Quarter	9/30/18
		Quarterly Report to Commission Staff	11/15/18
		Presented to Commission	12/5/18
	2018-19 Q2	Close of Quarter	12/31/18
		Quarterly Report to Commission Staff	2/15/19
		Presented to Commission	3/13/19
	2018-19 Q3	Close of Quarter	3/31/19
		Quarterly Report to Commission Staff	5/15/19
		Presented to Commission	6/26/19
2019-20	2018-19 Q4	Close of Quarter	6/30/19
		Quarterly Report to Commission Staff	8/30/19
		Presented to Commission	10/9/19

Department of Transportation Quarterly Finance Report

Second Quarter 2018-19

EXECUTIVE SUMMARY

2018-19 Capital Allocations vs. Capacity Summary through December 31, 2018 (\$ in millions)										
	SHOPP ¹	STIP ¹	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$3,149	\$520	\$5	\$355	\$486	\$729	\$316	\$1,160	\$209	\$6,929
Total Votes	1,959	459	1	176	329	291	23	402	18	3,659
Authorized Changes ²	-56	3	0	0	0	0	0	0	0	-52
Remaining Capacity	\$1,245	\$57	\$4	\$179	\$157	\$438	\$294	\$757	\$191	\$3,323

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

¹Proposition 1B Bonds included in totals for 2018-19.

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

Through the second quarter of fiscal year 2018-19, the California Transportation Commission (Commission) has allocated approximately \$3.7 billion toward 436 projects. Adjustments totaled negative \$52 million, leaving approximately \$3.3 billion (48 percent) in remaining allocation capacity. State Transportation Improvement Program (STIP) and Bond capacity increased approximately \$19 million and \$14 million, respectively, due to Budget Revisions that were approved during the second quarter.

The California Department of Transportation's (Department) main accounts referenced in Appendix C ended the second quarter with a higher than projected cash balance. The variances are primarily due to expenditures that were lower than projected and transfers that did not occur as anticipated.

During the second quarter, the State Treasurer's Office (STO) conducted general obligation (GO) bond sales that yielded upfront proceeds and refunded multiple series of previously issued GO bonds and commercial paper (CP). There was no CP issued in the second quarter of fiscal year.

On December 7, 2018, the President signed a two-week Continuing Resolution (CR), temporarily extending federal funding through December 21, 2018. As of midnight on the night of December 21, no CR had been signed, resulting in a partial shutdown of the government. This shutdown extended beyond the end of the second quarter, and on January 25, the President approved a three-week CR to provide funding through February 15, 2019. In order to avoid another shutdown, a long-term funding plan or another CR will need to be approved. The Department will continue to closely monitor progress and will report updates as necessary.

STATE BUDGET OUTLOOK

Californians voted to oppose the repeal of the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, in the November 6, 2018 general election. Proposition 6 would have eliminated the recently instituted fuel taxes and fees designated for road maintenance and public transportation, instead requiring that voters first approve such increases in the future. SB 1 was signed into law on April 28, 2017. Per statute, the excise tax on gasoline and diesel increased by 12 and 20 cents per gallon, respectively, and took affect November 1, 2017. Sales tax on diesel also increased by 4 percent. An annual transportation improvement fee, ranging from \$25 to \$175 per vehicle, began January 1, 2018. The previously variable portion of the excise tax on gasoline will be set at 17.3 cents per gallon beginning July 1, 2019. The excise taxes and transportation improvement fee will be adjusted for inflation in the future.

On January 10, 2019, Governor Newsom released his fiscal year 2019-20 Budget Proposal. The Governor's Budget proposes \$14.6 billion in expenditures for the Department, which reflects an increase of approximately \$408 million from the 2018-19 Enacted Budget.

The Governor's Proposal includes an increase of approximately \$502 million in Capital Outlay expenditures. Decreases in Local Assistance expenditures are approximately \$51 million. These projected expenditure changes reflect the detailed elements for implementing the programs of SB 1. The proposal decreases State Operations expenditures by \$43 million reflecting the asset-management based shift of some SB 1 funding from Highway Maintenance projects funded with State Operations to State Highway Operation and Protection Program (SHOPP) projects funded with Capital Outlay. At the outset of SB 1, a higher amount of SB 1 funding was devoted to Highway Maintenance projects which can be delivered more quickly. SHOPP projects are now being delivered at a higher rate requiring the shift of funding. Positions are proposed to increase by 355 from the 2018-19 Enacted Budget, including an increase of 346 positions for the Maintenance and Equipment Program to align staffing with SB 1 revenues and increased workload.

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	\$500	\$374	-\$11	\$363	\$137
FTF	1,400	1,353	-25	1,328	72
RMRA	1,217	232	-19	213	1,004
Proposition 1B	32	0	0	0	32
Total	\$3,149	\$1,959	-\$56	\$1,904	\$1,245

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

Capital Allocations vs. Capacity

The Commission allocated approximately \$2 billion toward 205 SHOPP projects through the second quarter. Adjustments totaled negative \$56 million, leaving approximately \$1.2 billion (40 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

State Highway Account (SHA). For the 2018-19 fiscal year, the Price Based Excise Tax (PBET) rate remains unchanged from the 2017-18 rate of 11.7 cents per gallon due to the Board of Equalization failing to adopt a new rate. SB 1 included the replacement of PBET with an incremental tax of 17.3 cents per gallon beginning July 1, 2019.

Federal Trust Fund (FTF). Net allocations totaling \$1.3 billion were committed toward federally eligible SHOPP projects through the second quarter. Due to the federal shutdown that began on December 22, 2018, the Department continues to closely monitor the status of federal funding.

Road Maintenance and Rehabilitation Account (RMRA). Net allocations totaling approximately \$213 million were committed toward SHOPP projects through the second quarter, leaving approximately \$1 billion in remaining allocation capacity.

Proposition 1B. No SHOPP Proposition 1B projects were allocated during the second quarter.

Recommendations

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$350	\$78	\$1	\$78	\$272
FTF	100	323	0	324	-224
PTA	51	42	0	42	9
Proposition 1B STIP	19	17	2	19	0
Total	\$520	\$459	\$3	\$462	\$57

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

Capital Allocations vs. Capacity

The Commission allocated \$459 million toward 68 STIP projects through the second quarter. Adjustments totaled \$3 million, leaving approximately \$57 million (11 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. As mentioned previously, the PBET rate on gasoline remains at 11.7 cents per gallon for 2018-19. Despite the additional resources generated by SB 1, only a small portion support STIP projects. SB 1 included the replacement of PBET with an incremental tax of 17.3 cents per gallon beginning July 1, 2019.

FTF. Net allocations totaling \$324 million were committed toward federally eligible STIP projects through the second quarter, resulting in an over-allocation of \$224 million. This is offset by unused state capacity. Due to the federal shutdown that began on December 22, 2018, the Department continues to closely monitor the status of federal funding.

Public Transportation Account (PTA). Net allocations totaling \$42 million in PTA STIP projects were allocated through the second quarter, leaving approximately \$9 million in remaining allocation capacity.

Proposition 1B. Net allocations totaling \$19 million were committed toward a STIP Proposition 1B project.

Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

AERONAUTICS (AERO) PROGRAM

Aeronautics Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
AERO Account	\$5.4	\$1.4	\$0	\$1.4	\$4.0
Total	\$5.4	\$1.4	\$0	\$1.4	\$4.0

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

Capital Allocations vs. Capacity

The Commission allocated a lump-sum of \$1.4 million toward the Airport Improvement Program, and the Division has sub-allocated approximately \$723,000 through the second quarter. There were no Acquisition and Development actions during the second quarter. The remaining \$4 million (approximately 74 percent) in allocation capacity is contingent upon approval of a transfer from the Local Airport Loan Account (LALA) by the Department of Finance (DOF).

Outlook for Funding & Allocations

The 2018 AERO Account Fund Estimate was approved by the Commission on August 16, 2017, and assumed a \$4 million transfer from the LALA to the AERO Account in 2018-19. This transfer required the approval of both the Commission and the DOF. During the second quarter of 2018-19, DOF signed an Executive Order to transfer \$1.4 million from the LALA. This transfer occurred immediately following the end of the second quarter. These resources will be used to provide relief to the AERO Account, in order to fund program grants.

Recommendations

The 2018-19 allocation capacity was based in-part on a \$4 million transfer from the LALA, however, the approval of \$1.4 million by DOF effectively reduces available capacity to \$2.8 million. Future reports will include the capacity reduction. The status of possible future transfers will be monitored closely, and the Department recommends the Commission delay allocations in excess of currently available resources at this time.

LOCAL PARTNERSHIP PROGRAM (LPP)

Local Partnership Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
RMRA	\$355	\$176	\$0	\$176	\$179
Total	\$355	\$176	\$0	\$176	\$179

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

Capital Allocations vs. Capacity

The Commission allocated \$176 million toward 29 LPP projects through the second quarter, leaving \$179 million (50 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

A program of projects for both the formulaic and competitive elements of LPP was originally adopted by the Commission in 2017-18. The initial cycle of the formulaic element covers 2017-18 and 2018-19, and the Cycle 2 program was adopted during the October 2018 meeting. The initial cycle for the competitive program covers 2017-18 through 2019-20, and an amended project list was adopted during the October 2018 meeting. Development of guidelines for the upcoming competitive element cycle is expected to begin in 2019.

Recommendations

The Department will continue to monitor LPP resources and advise the Commission of any changes or issues.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

Solutions for Congested Corridors Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$486	\$329	\$0	\$329	\$157
Total	\$486	\$329	\$0	\$329	\$157

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

Capital Allocations vs. Capacity

The Commission allocated \$329 million toward four SCCP projects through the second quarter, leaving \$157 million (32 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

A program of projects for the initial cycle was adopted by the Commission in 2017-18. An amended program of projects was adopted during the December 2018 meeting. Development of guidelines for the upcoming cycle is expected to begin in 2019.

Recommendations

The Department will continue to monitor SCCP resources and advise the Commission of any changes or issues.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Trade Corridor Enhancement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
TCEA	\$432	\$55	\$0	\$55	\$377
FTF	297	236	0	236	61
Total	\$729	\$291	\$0	\$291	\$438

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

Capital Allocations vs. Capacity

The Commission allocated \$291 million toward nine TCEP projects through the second quarter, leaving \$438 million (60 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

An amended program of projects, with technical adjustments, was adopted by the Commission during the first quarter. Development of guidelines for the upcoming cycle is expected to begin in 2019.

Recommendations

The Department will continue to monitor TCEP resources and advise the Commission of any changes or issues.

ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$38	\$2	\$0	\$2	\$36
FTF	120	3	0	3	117
RMRA	158	18	0	18	141
Total	\$316	\$23	\$0	\$23	\$294

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

Capital Allocations vs. Capacity

The Commission allocated \$23 million toward 44 ATP projects through the second quarter, leaving \$294 million (93 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The 2018-19 allocation capacity for the ATP is consistent with the Adopted 2017 ATP Fund Estimate. The ATP Fund Estimate incorporates \$100 million in resources from the RMRA, as well as, carryover capacity sufficient to fund 2017-18 programmed projects with delivery extensions.

Recommendations

The Department will continue to monitor ATP resources and advise the Commission of any changes or issues.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Transit and Intercity Rail Capital Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
Cap-and-Trade	\$532	\$149	\$0	\$149	\$382
PTA	628	253	0	253	375
Total	\$1,160	\$402	\$0	\$402	\$757

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

Capital Allocations vs. Capacity

The Commission allocated \$402 million toward 48 TIRCP projects through the second quarter, leaving approximately \$757 million (65 percent) in remaining allocation capacity. Approximately \$58 million of PTA allocations represent the current-year need for the Altamont Corridor Express Expansion – Lathrop to Merced project, which was authorized by SB 132, and was not allocated by the Commission.

Outlook for Funding & Allocations

SB 1 authorizes allocation of a portion of new resources from the PTA toward the TIRCP. These new resources are included as part of the allocation capacity. In addition, the TIRCP receives a percentage of the annual Cap-and-Trade auction proceeds. Actual proceeds vary throughout the year based on individual auction results, with the TIRCP receiving 10 percent of the total proceeds. The next auction is scheduled to occur on February 20, 2019.

Recommendations

TIRCP revenues are subject to change, dependent in-part on sales at Cap-and-Trade auctions. The Department will monitor the program and, if necessary, will recommend modifications to the Commission.

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds (\$ in millions)			
Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$102	\$0	\$102
CMIA	0	0	0
TCIF	29	0	29
Intercity Rail	39	4	35
Local Bridge Seismic	21	0	21
Grade Separations¹	4	0	4
Traffic Light Synchronization	0	0	0
Route 99	14	14	0
Total	\$209	\$18	\$191

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

¹Highway-Railroad Crossing Safety Account (HRCSA)

Capital Allocations vs. Capacity

The Commission allocated approximately \$18 million toward 29 bond projects through the second quarter, leaving \$191 million (92 percent) in remaining allocation capacity. State Route 99 capacity increased approximately \$14 million due to a Budget Revision that was approved during the second quarter.

Outlook for Funding & Allocations

In October 2018, the STO conducted a GO bond sale that yielded upfront proceeds of \$60 million for Proposition 1A High-Speed Rail connectivity projects. That same month, the STO conducted a bond sale to refund two series of GO bonds previously issued for Proposition 1B Department and Local Transit, and one series of GO bonds previously issued for Proposition 192 (Seismic Retrofit Bond of 1996). In addition, the STO conducted a bond sale to refund two series of CP previously issued for Proposition 1B, and one series of CP previously issued for Proposition 1A High-Speed Rail.

There was no CP issued in the second quarter of fiscal year 2018-19. Through the second quarter of fiscal year 2018-19, the Department has been issued approximately \$2.2 billion in CP for Proposition 1B and Proposition 1A projects, of which all but \$40 million has been refunded with GO bond proceeds. At this time, there is no remaining authority to issue CP for Proposition 1B Department, Proposition 1B Local Transit, or Proposition 1A High-Speed Rail, as the Department has bond cash proceeds that should be sufficient to pay project and administrative costs until the Spring 2019 GO bond sale.

With regard to the total bonds and CP sold for each program, approximately 94 percent of the \$15.6 billion in GO bonds and CP authorized under Proposition 1B has been issued. For Proposition 1A, approximately (80 percent) of the \$950 million in GO bonds and CP authorized has been issued.

Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

APPENDICES

Appendix AAllocation Capacity and Assumptions

Appendix B Authorized Changes

Appendix C Cash Forecasts

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Deferred Investment Fund

Appendix DFederal Emergency Projects

Appendix E Transportation Loans

Status of Outstanding Transportation Loans, as of December 31, 2018
Interfund Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2018-19 Final Allocation Capacity By Fund and Program (\$ in millions)										
Fund	SHOPP	STIP	AERO ¹	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
SHA	\$500	\$350	\$0	\$0	\$486	\$0	\$38	\$0	\$0	\$1,374
FTF	1,400	100	0	0	0	297	120	0	0	1,917
RMRA	1,217	0	0	355	0	0	158	0	0	1,730
TCEA	0	0	0	0	0	432	0	0	0	432
PTA	0	51	0	0	0	0	0	628	0	679
AERO	0	0	5	0	0	0	0	0	0	5
Cap and Trade	0	0	0	0	0	0	0	532	0	532
Proposition 1A Bonds ²	0	0	0	0	0	0	0	0	102	102
Proposition 1B Bonds ²	32	19	0	0	0	0	0	0	107	158
Total Capacity	\$3,149	\$520	\$5	\$355	\$486	\$729	\$316	\$1,160	\$209	\$6,929

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

¹Aeronautics allocation capacity contingent upon DOF approval of LALA transfer.

²Subject to Bond sales.

The 2018-19 allocation capacity of approximately \$6.9 billion is based by program on the following:

- The SHOPP SHA, FTF, and RMRA allocation capacities are based on:
 - The 2018-19 Enacted Budget revenue and expenditure estimates,
 - The 2018 STIP Fund Estimate (FE) estimated federal receipts and August Redistribution,
 - The SHA prudent cash balance of \$415 million,
 - 2017-18 RMRA carryover allocation capacity,
 - SB 1 projections provided by DOF
- The STIP SHA, FTF, and PTA allocation capacities are based on:
 - The 2018-19 Enacted Budget revenue and expenditure estimates,
 - The 2018 STIP FE estimated federal receipts and August Redistribution,
 - The SHA prudent cash balance of \$415 million,
 - The PTA prudent cash balance of \$100 million,
 - 2017-18 carryover allocation capacity
- The AERO capacity is based on the 2018 AERO Program FE and is contingent upon the DOF's approval of a \$4 million transfer from the LALA.
- The LPP capacity is based on the statutory allocation of \$200 million from the RMRA, and approximately \$155 million in carryover capacity.
- The SCCP capacity is based on the statutory allocation of \$250 million from the SHA, and approximately \$236 million in carryover capacity.

- The TCEP capacity is based on the 2018-19 Enacted Budget, and estimated Federal funds.
- The ATP capacity is based on the Adopted 2017 ATP FE and projects with time extensions approved by the Commission. The ATP capacity also incorporates the following assumptions:
 - Federal Highway Safety Improvement Program funds are not incorporated into the ATP,
 - State and federal resources are forecasted to remain stable,
 - SB 1 statutory allocation of \$100 million from RMRA,
 - 2017-18 RMRA carryover allocation capacity
- The TIRCP capacity is based on the 2018-19 Enacted Budget's projected Cap and Trade revenues and projected allocations into the PTA pursuant to SB 1.
- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
 - Proposition 1A and 1B capacities are based on the 2018-19 Enacted Budget and includes 2017-18 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
 - Allocation capacities for the Transportation Facilities Account (TFA), Highway-Railroad Crossing Safety Account (HRCSA), and Trade Corridors Improvement Fund (TCIF), are a result of project close-out and administrative savings.
 - Capacities for Inter-City Rail, Local Bridge Seismic Retrofit Account (LBSRA), and SHOPP are based on the allocation of originally programmed projects.

APPENDIX B – AUTHORIZED CHANGES

2018-19 Authorized Changes Summary through December 31, 2018 (\$ in millions)						
Program	Increases		Decreases		Total Count ³	Net \$ Change
	Count	\$	Count	\$		
SHOPP¹	88	\$64.8	142	-\$120.3	230	-\$55.6
STIP²	3	3.1	1	0	4	3.1
TOTAL	91	\$67.9	143	-\$120.3	234	-\$52.4

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

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

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

³May include net zero adjustments.

Summary of Authorized Changes

SHOPP. The Department has processed 88 project increases, totaling \$65 million (approximately \$736,000 per authorization). The Department has also processed 142 project decreases, totaling negative \$120 million (negative \$847,000 per authorization). The net change of the 230 allocation adjustments represent a savings of almost \$56 million.

STIP. The Department has processed three project increases, totaling approximately \$3 million (approximately \$1 million per authorization). The Department has also processed 1 project decreases of \$3,000. The net change of the four allocation adjustments is an increase of approximately \$3 million.

Background

Commission Resolution G-16-12, which amends Resolution G-09-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds, to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology.

The 2018-19 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes an approximately 3 percent increase each year, based on the DOF's Price Letter.
- Includes the most current expenditure projections available for Right-of-Way, SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2018 STIP FE.

SHA

- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Prudent cash balance of \$415 million.

PTA

- Revenue projections provided by the DOF.
- PTA's portion of TIRCP is based on DRMT materials and is considered expended in the same fiscal year as programmed.
- Prudent cash balance of \$100 million.

TCRF

- Tribal gaming loan repayment of \$235 million transferred to the TCRF, however, \$75 million will be subsequently transferred to the SHA, \$85 million to the PTA, and \$75 million for local agencies.

TDIF

- No resources will be received and no transfers will occur within the TDIF.

APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY (SB 1 FUNDS)

Methodology and Assumptions

The Department will be responsible for monitoring and reporting to the Commission on the newly created RMRA and Trade Corridor Enhancement Account (TCEA). The initial collection of revenue for these funds began on November 1, 2017. Resources will be compared to projections developed by the DOF, and used to monitor the cash balance and to determine allocations in future years.

RMRA

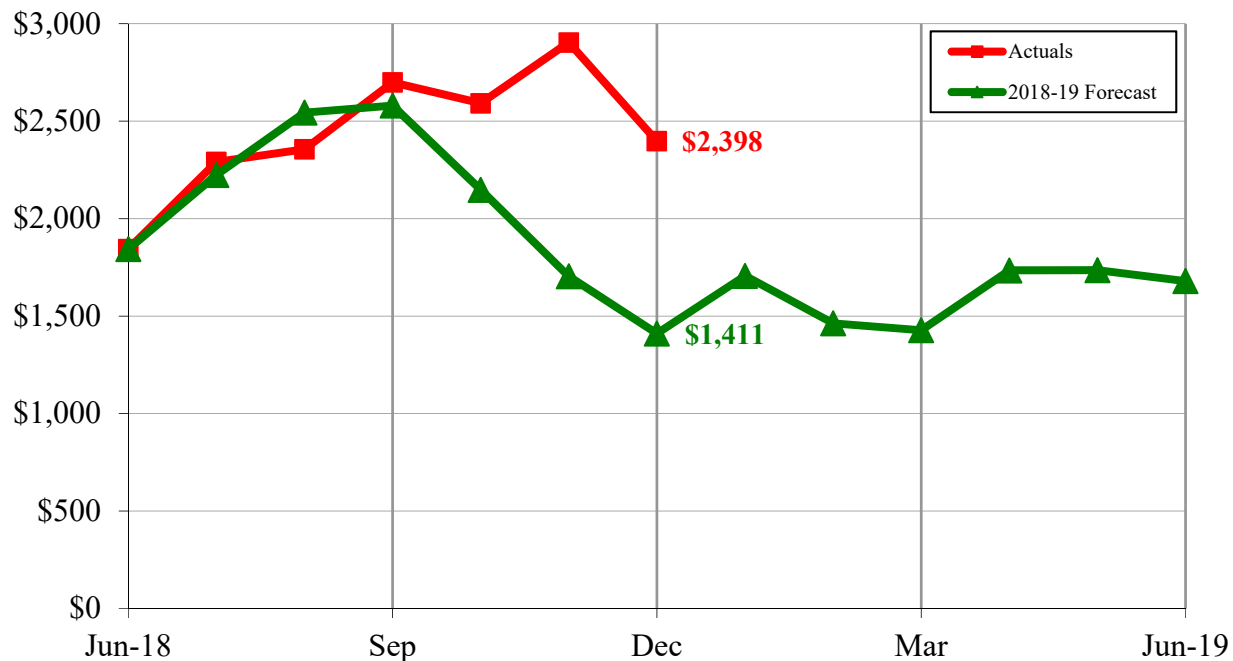
- New excise taxes (12 cents per gallon on gasoline and fifty percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the majority of revenue generated is deposited into the account.
- A new Transportation Improvement Fee effective on January 1, 2018, and the majority of revenue generated is deposited into the account.

TCEA

- New excise tax (fifty percent of the 20 cents per gallon on diesel) effective on November 1, 2017, and the revenue generated is deposited into the account.

APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT

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



Year-to-Date SHA Summary

The SHA ending cash balance for the second quarter was approximately \$2.4 billion, \$987 million (70 percent) above the forecasted amount of \$1.4 billion. The variance is partly due to fuel tax transfers that were received earlier than anticipated and expenditures that were lower than forecast. In addition, approximately \$375 million in SCCP appropriations remain unspent, increasing the cash balance. Because project lifecycles span multiple fiscal years, expectations are that SCCP expenditures will increase over time and offset revenues. Revenues totaled \$782 million, \$23 million (3 percent) above forecast. Net transfers totaled \$1.24 billion, \$351 million (40 percent) above forecast. Expenditures totaled \$1.96 billion, \$204 million (9 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled \$496 million.

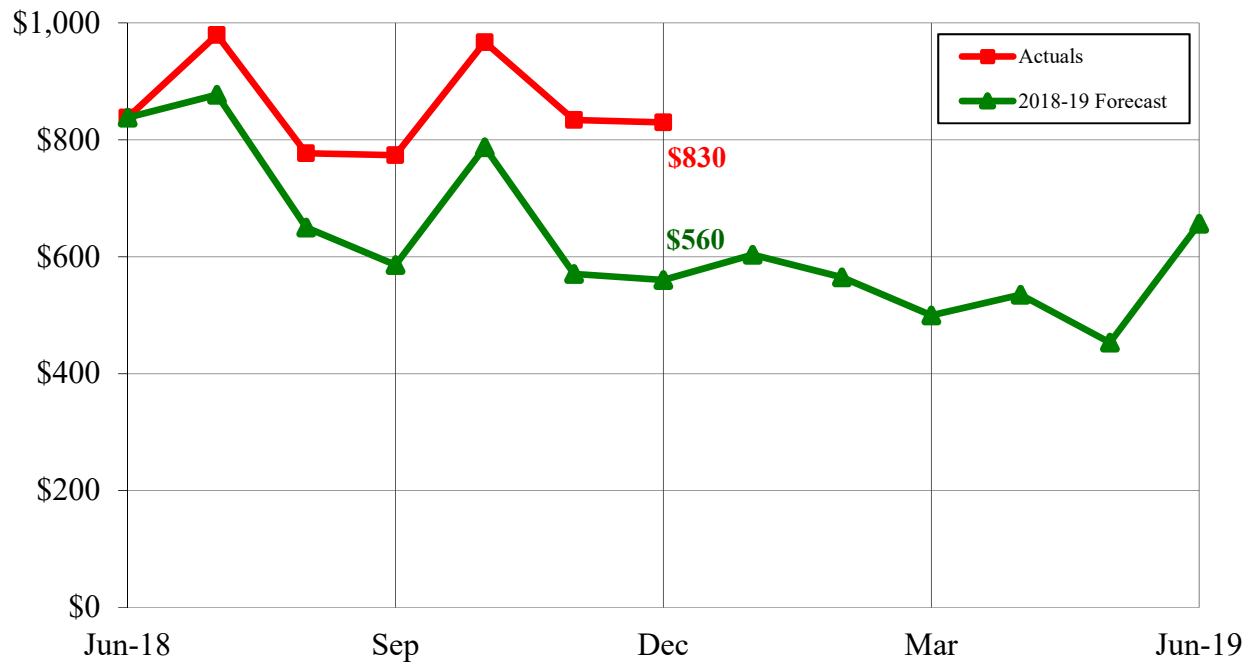
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$1,844	\$1,844	N/A	
Revenues	759	782	23	
Transfers	884	1,235	351	
Expenditures	-2,163	-1,959	204	
Adjustments	87	496	409	
Ending Cash Balance	\$1,411	\$2,398	\$987	70%

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

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

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



Year-to-Date PTA Summary

The PTA ending cash balance through the second quarter was \$830 million, approximately \$270 million (48 percent) above the forecasted amount of \$560 million. The variance is primarily due to adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, that were less than forecasted. Revenues totaled \$431 million, \$26 million (6 percent) above forecast. Net transfers totaled \$110 million, \$19 million (21 percent) above forecast. Expenditures totaled \$398 million, \$10 million (2 percent) below forecast. Due to timing differences, adjustments totaled a negative \$151 million.

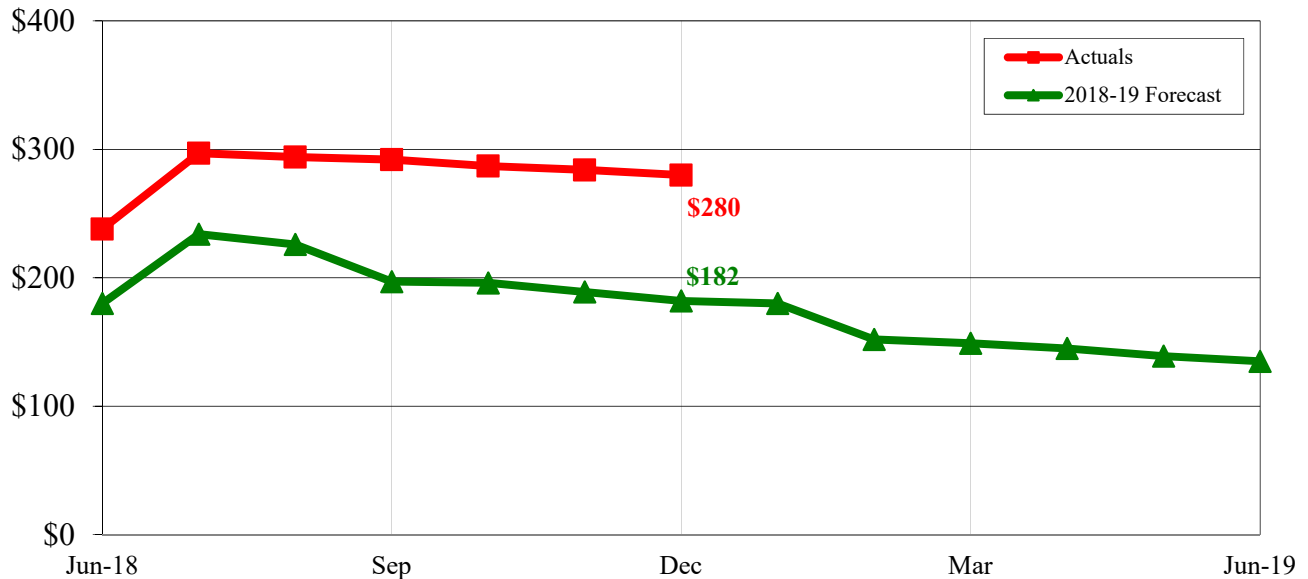
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$838	\$838	N/A	
Revenues	406	431	26	
Transfers	91	110	19	
Expenditures	-408	-398	10	
Adjustments	-367	-151	215	
Ending Cash Balance	\$560	\$830	\$270	48%

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

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND

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



Year-to-Date TCRF Summary

The TCRF ending cash balance through the second quarter was approximately \$280 million, \$98 million (54 percent) above the forecasted balance of \$182 million. No revenues were received through the second quarter. Net transfers resulted in a temporarily inflated fund balance due to SCO not apportioning \$75 million of the annual Pre-Proposition 42 loan repayment to cities and counties. These apportionments are now expected to occur later in the fiscal year. Expenditures totaled \$30 million, \$1 million (2 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled negative \$2 million.

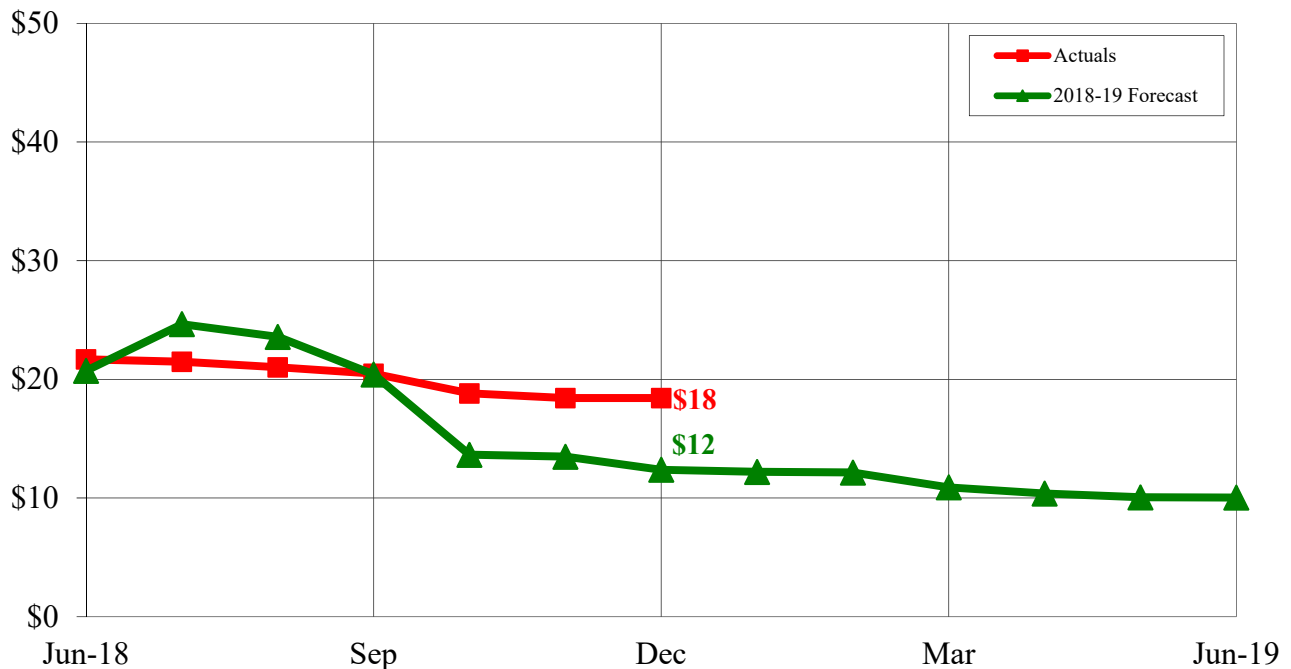
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$238	\$238	N/A	
Revenues	0	0	0	
Transfers	-25	75	100	
Expenditures	-31	-30	1	
Adjustments		-2	-2	
Ending Cash Balance	\$182	\$280	\$98	54%

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

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND

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



Year-to-Date TDIF Summary

The TDIF ending cash balance through the second quarter was \$5 million (43 percent) above the forecasted balance of \$12 million. The variance was primarily due to expenditures that were notably lower than through the same period in previous years. As anticipated, no revenues were received through the second quarter, and transfers totaled \$3 million. Expenditures totaled \$2 million, which was \$11 million (86 percent) below forecast. This was partially offset by adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, and totaled negative \$5 million.

Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$22	\$22	N/A	
Revenues	0	0	0	
Transfers	3	3	0	
Expenditures	-12	-2	11	
Adjustments		-5	-5	
Ending Cash Balance	\$12	\$18	\$5	43%

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

APPENDIX D – FEDERAL EMERGENCY PROJECTS

Nationally, the Federal Emergency Relief Program includes \$100 million on an annual basis to fund repairs and reconstruction of eligible highway damage resulting from declared disasters. Congress has periodically provided additional funds for the program through supplemental appropriations. The chart below represents disasters since 2010 that requested emergency relief (ER) from the Federal Highway Administration.

Event	Estimated Repair Cost			Federal Reimbursed			Remaining Need		
	State	Local	Total	State	Local	Total	State	Local	Total
CA10-1, January 2010 Storms ¹	\$98	\$16	\$114	\$93	\$16	\$109	\$5	\$0	\$5
CA11-3, March 15, 2011 Storms ²	250	10	260	100	10	110	150	0	150
CA14-2, August 2014 Napa Earthquake	7	3	10	7	2	9	0	1	1
CA15-2, December 2014 Statewide Storm Damage	66	2	68	46	2	48	20	0	20
CA16-4, March 5, 2016 Storms	55	5	60	46	4	50	9	1	10
CA16-5, July 22, 2016 Sand Fire	2	5	7	2	3	5	0	2	2
CA16-7, August 16, 2016 Blue Cut Fire	7	1	8	2	1	3	5	0	5
CA17-1, December 9, 2016 Storms	69	15	84	54	3	57	15	12	27
CA17-2, January 6, 2017 Storms	732	152	884	151	46	197	581	106	687
CA17-3, Lake Oroville Dam Disaster	1	9	10	1	9	10	0	0	0
CA17-4, July 2017 Deywiller Fire	2	0	2	0	0	0	2	0	2
CA17-5, July 2017 Monsoon Rains	0	19	19	0	0	0	0	19	19
CA17-6, August 2017 Helena Fires	4	0	4	0	0	0	4	0	4
CA18-1, October 2017 Seven Fires	15	1	16	6	1	7	9	0	9
CA18-2, October 2017 Napa Fires	19	9	28	5	3	8	14	6	20
CA18-3, December 2017 So. Calif. Fires	132	15	147	7	1	8	125	14	139
CA18-4, March 2018 Storms	31	4	35	0	0	0	31	4	35
CA18-5, July 2018 Monsoon Rains	5	1	6	0	0	0	5	1	6
CA18-6, July 2018 Fires	55	1	56	0	0	0	55	1	56
CA18-7, September 2018 Delta Fire, Shasta County	13	1	14	0	0	0	13	1	14
CA19-1, November 2018 Fires, Butte, Ven, LA Counties	54	40	94	0	0	0	54	40	94
	\$1,617	\$268	\$1,818	\$520	\$101	\$621	\$1,030	\$167	\$1,197

Notes:

1 - In accordance with Section 125 of Title 23 US Code, the Department is limited to receive \$97.5 million in ER funds for this Disaster.

2 - In accordance with Section 125 of Title 23 US Code, the Department is limited to receive \$99 million in ER funds for this Disaster.

Future federal ER 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 the emergency projects.

APPENDIX E – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of December 31, 2018 (\$ in millions)			
FUND	Original Loan	Loans / Interest Paid-to-Date	Remaining Balance
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA) ^{1,2}	\$571	\$496	\$75
Public Transportation Account (PTA) ²	275	189	86
Traffic Congestion Relief Fund (TCRF) ²	384	309	75
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	\$1,230	\$994	\$236
General Fund:			
State Highway Account - Weight Fee Revenues ¹	\$1,498	\$314	\$1,183
Subtotal General Fund Loans:	\$1,498	\$314	\$1,183
High-Speed Passenger Train:			
2013-14 Public Transportation Account (PTA) ³	\$23	\$0	\$23
2014-15 Public Transportation Account (PTA) ³	31	0	31
Subtotal High-Speed Passenger Train Loans:	\$54	\$0	\$54
Local Mass Transit Providers (PEPRA):			
Public Transportation Account (PTA) ⁴	\$14	\$0	\$14
Subtotal Local Mass Transit Providers Loans:	\$14	\$0	\$14
Totals:	\$2,796	\$1,308	\$1,487

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

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

²Balances reflect allocations made to SHA and PTA per AB 133. Pursuant to SB 1, three annual loan repayments will be allocated as such: \$75 million to the TCRF for local agencies, approximately \$85 million to the PTA for TIRCP projects, and \$75 million to the SHA for SHOPP. Original loan amounts amended by fund to conform with changes instituted by SB 1. Total Pre-Prop. 42 loan amount remains unchanged.

³Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

⁴Repayments must occur no later than January 1, 2021.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling \$351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, future loan repayments made to the SHA are expected to be subsequently transferred to the TDSF.

AB 133, approved on March 1, 2016, appropriated \$173 million from the GF for partial repayment of outstanding Tribal Gaming loans. Pursuant to the bill, the funds would be deposited in the TCRF and subsequently allocated as such: \$148 million to the TCRF; \$11 million for trade corridor improvements; \$9 million to the PTA for TIRCP projects; and \$5 million to the SHA for the SHOPP. Because AB 133 contains language specifically allocating \$5 million to the SHOPP, those funds are expected to remain with the program, rather than diverted for debt service. In December 2016, the TCRF received the \$173 million loan repayment; however, none of the subsequent transfers have occurred.

SB 1, approved by the Governor on April 28, 2017, requires repayment of the remaining \$706 million in outstanding Pre-Proposition 42 loans by June 30, 2020. Pursuant to SB 1, repayments will occur in equal installments over the next three fiscal years, and would be distributed between the SHA, PTA and to Local Agencies. The first repayment occurred during the second quarter of 2017-18. Of the \$235 million transferred to the TCRF from the GF, \$160 million was subsequently transferred to the PTA and the SHA (\$85 million and \$75 million, respectively). The remaining \$75 million, allocated to Local Agencies, was transferred from the TCRF to cities and counties for local streets and roads by the State Controller in February 2018. The second repayment occurred during the first quarter of 2018-19. Of the \$235 million transferred to the TCRF from the GF, \$160 million was subsequently transferred to the PTA and the SHA (\$85 million and \$75 million, respectively). The remaining \$75 million, allocated to Local Agencies, remains in the TCRF and is awaiting transfer.

Weight Fees Loans

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a “Weight Fee Swap” was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new PBET is transferred to the SHA.

The 2010-11 Budget Act authorized a total of \$227 million in loans from the SHA to the GF (\$80 million and \$147 million). Pursuant to AB 115, these loans were “grandfathered” into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of \$44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$139 million, \$25 million, and \$310 million. Pursuant to Section 9400.4(b)(2) of the California Vehicle Code, an additional \$42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. Per legislation, the \$42 million shall be repaid no later June 30, 2021. In July 2012, \$204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, \$200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, \$30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$92 million for 2013-14. In July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$151 million for 2014-15. In December 2016, \$33 million was transferred to the GF from excess weight fees in 2015-16. In March 2018, a return of pre-paid debt service of \$63 million occurred between the GF and the SHA, and was subsequently transferred out of the SHA to the TDSF. In December 2018, a return of pre-paid debt service of \$251 million occurred between the GF and the SHA, and was subsequently transferred out of the SHA to the TDSF. In total, there have been nearly \$1.5 billion in weight fee revenue loans made to the GF. Based on the way current legislation is written, repayment of these loans is anticipated to subsequently be transferred to the TDSF for transportation bond debt service.

High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to \$26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of \$23 million was loaned: \$5.4 million on August 16, 2013; \$8.9 million on October 8, 2013; \$5.6 million on March 13, 2014; and \$3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to \$31.6 million for support costs, including an initial authorization of approximately \$29.3 million and an additional authorization of \$2.3 million. During 2014-15, a total of \$30.9 million was loaned: \$7.3 million on September 17, 2014; \$7.3 million on December 18, 2014; \$7.3 million on February 17, 2015; \$2.3 million on March 25, 2015; and \$6.7 million on May 26, 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.

Local Mass Transit Providers Loans (PEPRA)

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to \$26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law." The matter was remanded to the DOL "for further proceedings consistent with the court's order." The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court found that the DOL complied with its order to reconsider the relevant factors that were lacking in its original denial of grant certification. However, the court granted the State's motion for leave to file a supplemental complaint against the DOL. On August 22, 2016, the court again ruled, in part, that the DOL's actions were unlawful; however, no remedy was provided at that time. The court granted the DOL leave to file a supplemental brief in support of its motion regarding the denial of class certification relating to the Monterey-Salinas Transit's classic employees. The case remains in litigation. In total, \$14.2 million has been loaned from the PTA to local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Although ongoing litigation continues to cause delays in repayment, these loans were expected to be repaid no later than January 1, 2019, as mandated by statute. However, SB 877, approved by the Governor on September 17, 2018, postponed the deadline for repayment to January 1, 2021.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.7
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FISCAL YEAR 2018-19 SECOND QUARTER INTERCITY PASSENGER RAIL
OPERATIONS REPORT**

SUMMARY:

Attached is the California Department of Transportation's (Department) Intercity Passenger Rail Operations Report for the second quarter (October through December) of Fiscal Year (FY) 2018-19, for the three State-supported intercity passenger rail routes:

- Capitol Corridor, connecting San Jose, Oakland, and Sacramento-Auburn, managed by the Capitol Corridor Joint Powers Authority
- Pacific Surfliner, connecting San Diego, Los Angeles, Santa Barbara, and San Luis Obispo, managed by the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency
- San Joaquin, connecting Bakersfield, Oakland, and Sacramento, managed by the San Joaquin Joint Powers Authority

This report is an informational item at the California Transportation Commission's March 2019 meeting.

BACKGROUND:

In addition to owning the majority of equipment utilized on two of the three routes, the Department provides State funding for Amtrak operating costs for intercity passenger rail service and equipment capital costs for non-state-owned equipment, while providing planning to support expansion of service and oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported for the 12 months ending December 31, 2018, to those reported for the 12 months ending December 31, 2017. These routes were three of the five busiest state-supported intercity passenger rail routes in the nation for Federal FY 2017-18.

Attachment



CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2018-19 Second Quarter Report Intercity Passenger Rail Operations Report

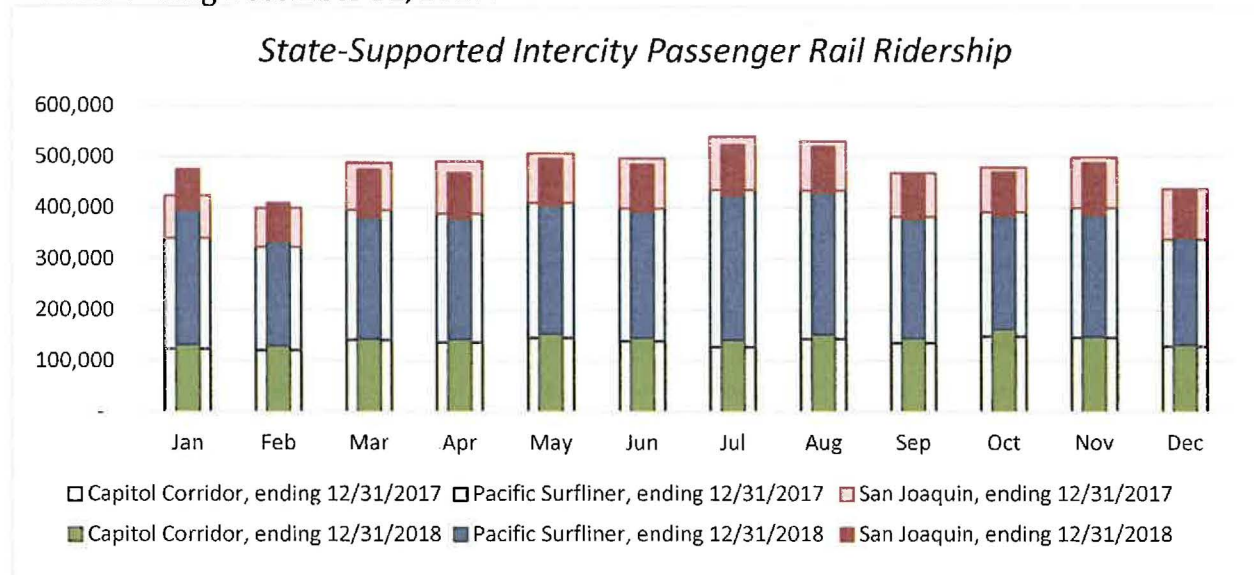
Quarterly Report to the California Transportation Commission



COMBINED STATEWIDE RESULTS

RIDERSHIP

Total combined ridership across the three routes for the 12 months ending December 31, 2018 was 5,710,128. This is a decrease of 0.9% from ridership of 5,759,315 for the 12 months ending December 31, 2017.



Taken together, the *Capitol Corridor*, *Pacific Surfliner*, and *San Joaquin* accounted for 38% of the total Amtrak state-supported passenger rail ridership in federal fiscal year 2017-18.

ON-TIME PERFORMANCE (OTP)

Combined endpoint on-time performance across the three routes for the 12 months ending December 31, 2018 was 80.2%. This is an increase of 0.5 percentage points over on-time performance of 79.8% for 12 months ending December 31, 2017.

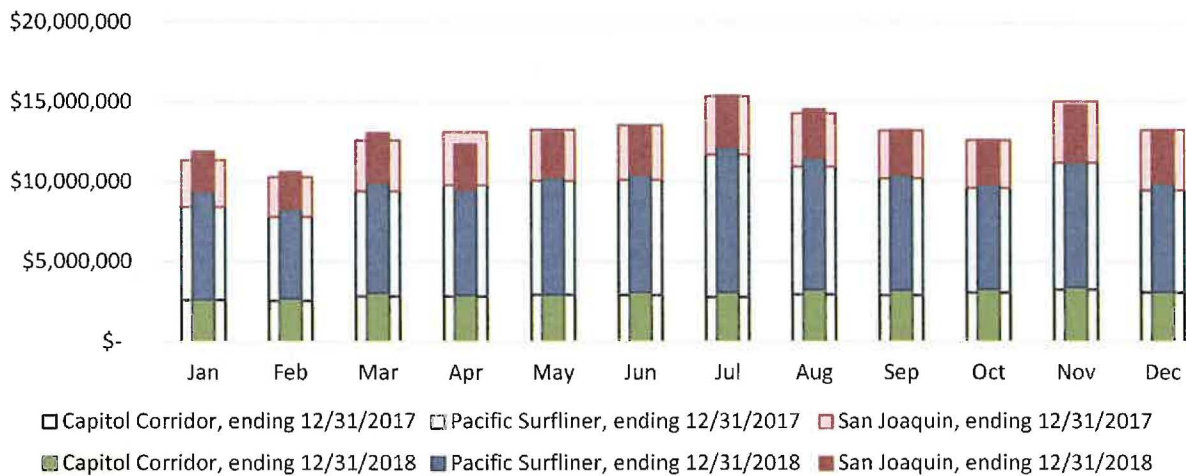
REVENUE and FAREBOX RATIO

Reconciliation between the JPAs and Amtrak for the 12 months ending December 31, 2018 has not been completed. As a result, revenue and expense figures for that period use preliminary data from Amtrak.

Total combined revenue across the three routes for the 12 months ending December 31, 2018 was \$158,414,215. This is an increase of 0.2% over revenue of \$158,041,102 from the 12 months ending December 31, 2017.

Total expenses for the 12 months ending December 31, 2018 were \$258,581,118, an increase of 5.5% over expenses of \$245,028,883 reported in the 12 months ending December 31, 2017. The resulting farebox ratio for the 12 months ending December 31, 2018 was 61.3%, a decrease of 3.2 percentage points from farebox ratio of 64.5% for the 12 months ending December 31, 2017.

State-Supported Intercity Passenger Rail Revenue



SUMMARY

The following table provides further detail on combined ridership, revenue, expense, and farebox ratio for the three State-supported routes for the 12 months ending in the second quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>All Routes</i>				
	12 Months Ending 12/31/2018	12 Months Ending 12/31/2017	Difference	Percent Change
Ridership	5,710,128	5,759,315	-49,187	-0.9%
Revenue	\$158,414,215	\$158,041,102	\$373,113	0.2%
Expenses	\$258,581,118	\$245,028,883	\$13,552,235	5.5%
Farebox	61.3%	64.5%	-3.2PP	
On-Time Performance	80.2%	79.8%	0.5PP	
PP - Percentage Points				

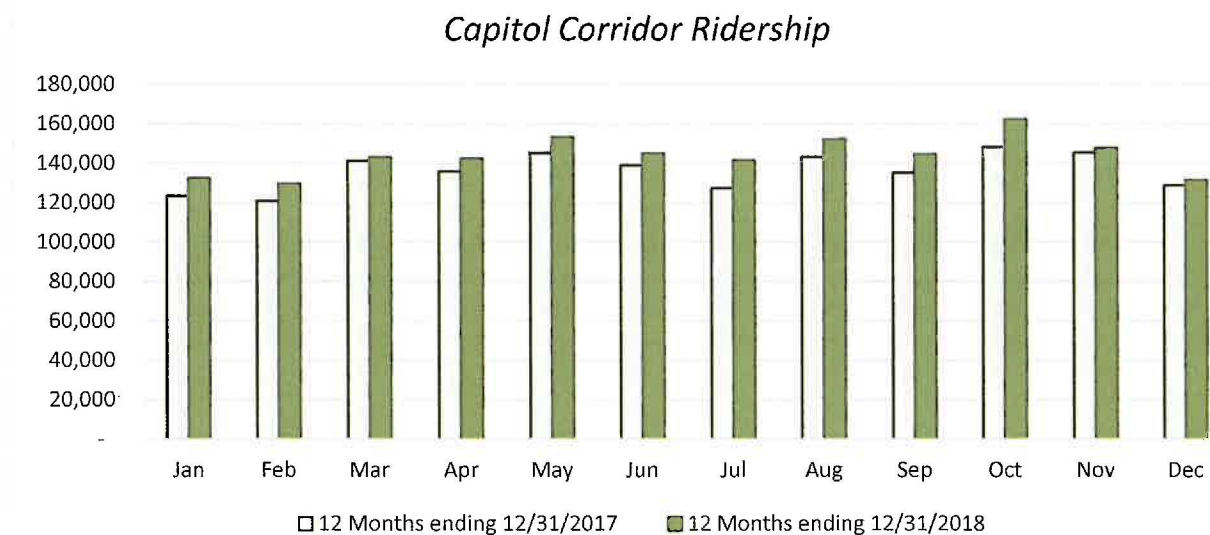
CAPITOL CORRIDOR ROUTE

There are 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose. The *Capitol Corridor* has the second-highest ridership of all Amtrak state-supported passenger rail services.

Since 1998, day-to-day operations of the *Capitol Corridor* have been managed by the Capitol Corridor Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

RIDERSHIP

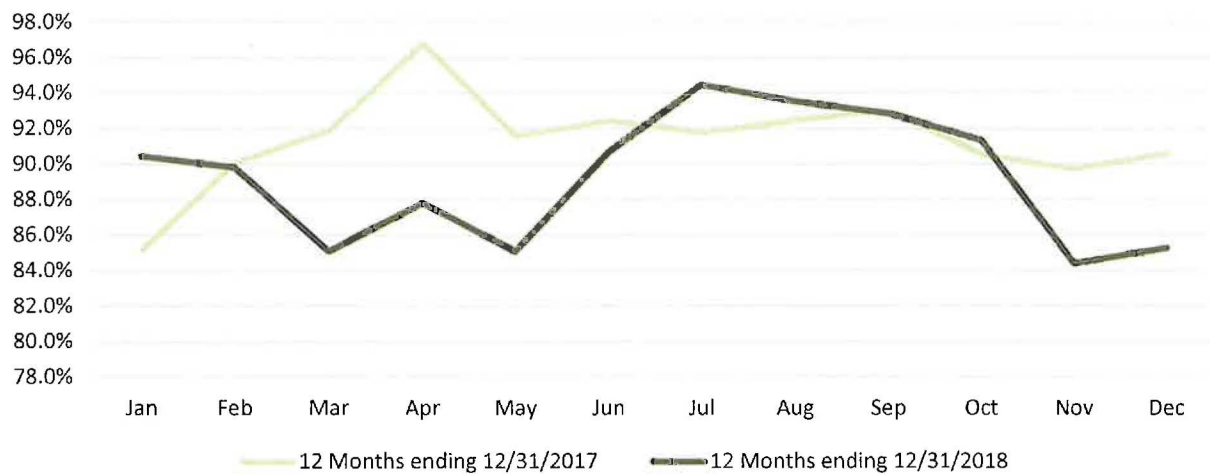
Total ridership on the *Capitol Corridor* for the 12 months ending December 31, 2018 was 1,726,096. This is an increase of 5.6% over ridership of 1,634,657 in the 12 months ending December 31, 2017.



ON-TIME PERFORMANCE (OTP)

Endpoint on-time performance for the *Capitol Corridor* for the 12 months ending December 31, 2018 was 89.2%. This is a decrease of 2.1 percentage points from on-time performance of 91.4% in the 12 months ending December 31, 2017.

Capitol Corridor On-Time Performance



REVENUE and FAREBOX RATIO

Total revenue for the *Capitol Corridor* for the 12 months ending December 31, 2018 was \$36,716,322. This is an increase of 5.6% over revenue of \$34,782,321 in the 12 months ending December 31, 2017.

Total expenses for the 12 months ending December 31, 2018 were \$61,432,061, an increase of 4.6% over expenses of \$58,750,219 in the 12 months ending December 31, 2017. The resulting farebox ratio in the 12 months ending December 31, 2018 was 59.8%, an increase of 0.6 percentage points over farebox ratio of 59.2% in the 12 months ending December 31, 2017.

Amtrak costs and contracted services constitute 81.7% of the total operations expenses and fuel costs constitute 7.4% of the total operations expenses.

Capitol Corridor Revenue and Farebox



SUMMARY

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *Capitol Corridor* for the 12 months ending in the second quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Capitol Corridor</i>				
	12 Months Ending 12/31/2018	12 Months Ending 12/31/2017	Difference	Percent Change
Ridership	1,726,096	1,634,657	91,439	5.6%
Revenue	\$36,716,322	\$34,782,321	\$1,934,001	5.6%
Expenses	\$61,432,061	\$58,750,219	\$2,681,842	4.6%
Farebox	59.8%	59.2%	0.6PP	
On-Time Performance	89.2%	91.4%	-2.1PP	
<i>PP - Percentage Points</i>				

PACIFIC SURFLINER ROUTE

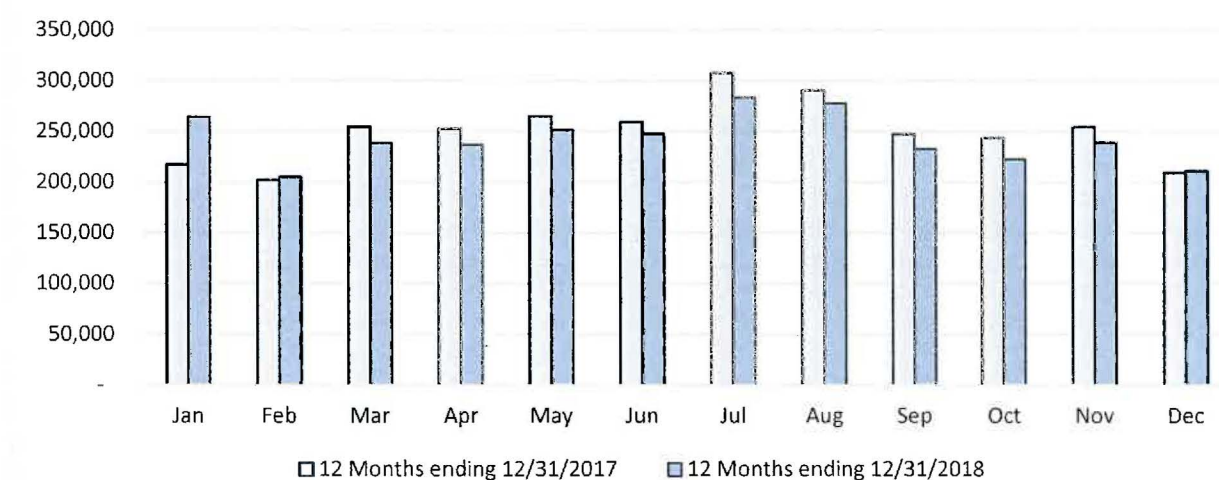
There are 12 daily round-trips between Los Angeles and San Diego, five of which are through-trains between San Diego and Goleta (Santa Barbara) and two of which continue north, allowing connectivity with San Luis Obispo. The *Pacific Surfliner* has the highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *Pacific Surfliner* have been managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency through an Interagency Transfer Agreement with the Department of Transportation.

RIDERSHIP

Total ridership on the *Pacific Surfliner* for the 12 months ending December 31, 2018 was 2,911,396. This is a decrease of 3.2% from ridership of 3,006,482 in the 12 months ending December 31, 2017.

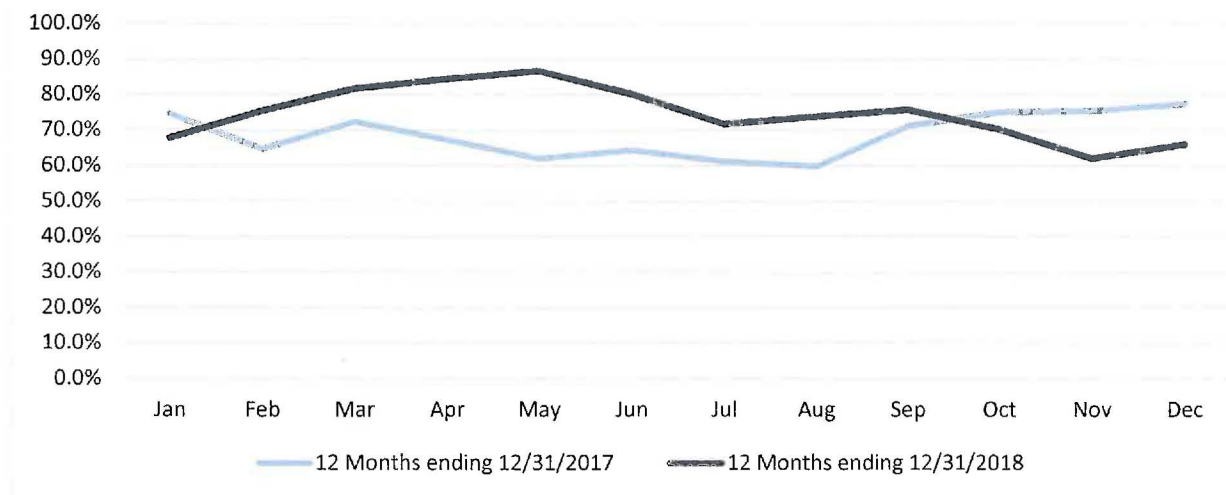
Pacific Surfliner Ridership



ON-TIME PERFORMANCE (OTP)

Endpoint on-time performance for the *Pacific Surfliner* for the 12 months ending December 31, 2018 was 74.7%. This is an increase of 5.9 percentage points over on-time performance of 68.8% in the 12 months ending December 31, 2017.

Pacific Surfliner On-Time Performance



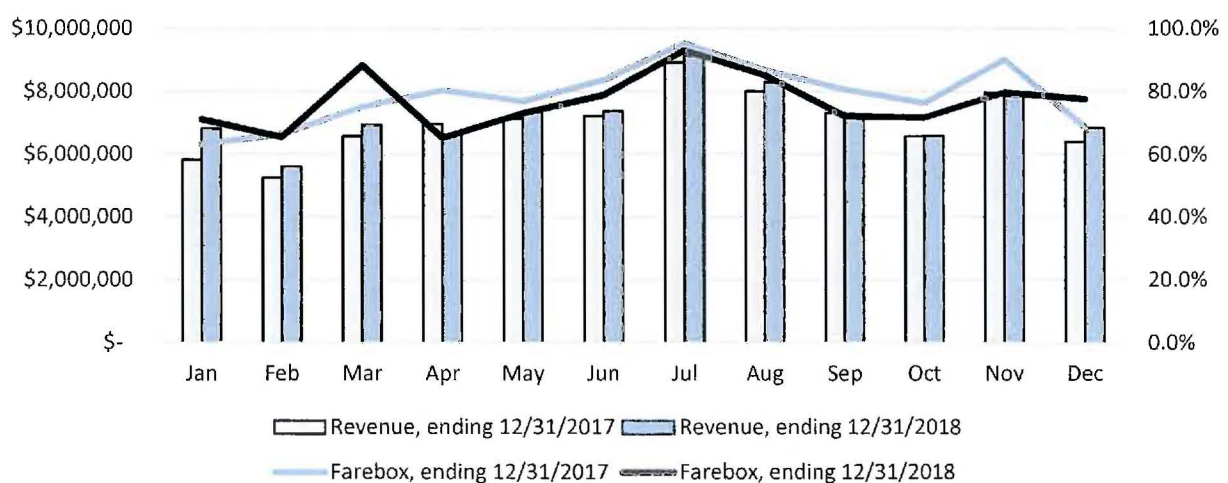
REVENUE and FAREBOX RATIO

Total revenue for the *Pacific Surfliner* for the 12 months ending December 31, 2018 was \$86,664,941. This is an increase of 2.9% over revenue of \$84,190,931 in the 12 months ending December 31, 2017.

Total expenses for the 12 months ending December 31, 2018 were \$113,015,004, an increase of 5.6% over expenses of \$107,003,364 in the 12 months ending December 31, 2017. The resulting farebox ratio in the 12 months ending December 31, 2018 was 76.7%, a decrease of 2.0 percentage points from the farebox ratio of 78.7% in the 12 months ending December 31, 2017.

Amtrak costs and contracted services constitute 81.6% of the total operations expenses and fuel costs constitute 9.9% of the total operations expenses.

Pacific Surfliner Revenue and Farebox



SUMMARY

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *Pacific Surfliner* for the 12 months ending in the second quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Pacific Surfliner</i>				
	12 Months Ending 12/31/2018	12 Months Ending 12/31/2017	Difference	Percent Change
Ridership	2,911,396	3,006,482	-95,086	-3.2%
Revenue	\$86,664,941	\$84,190,931	\$2,474,010	2.9%
Expenses	\$113,015,004	\$107,003,364	\$6,011,641	5.6%
Farebox	76.7%	78.7%	-2.0PP	
On-Time Performance	74.7%	68.8%	5.9PP	
<i>PP - Percentage Points</i>				

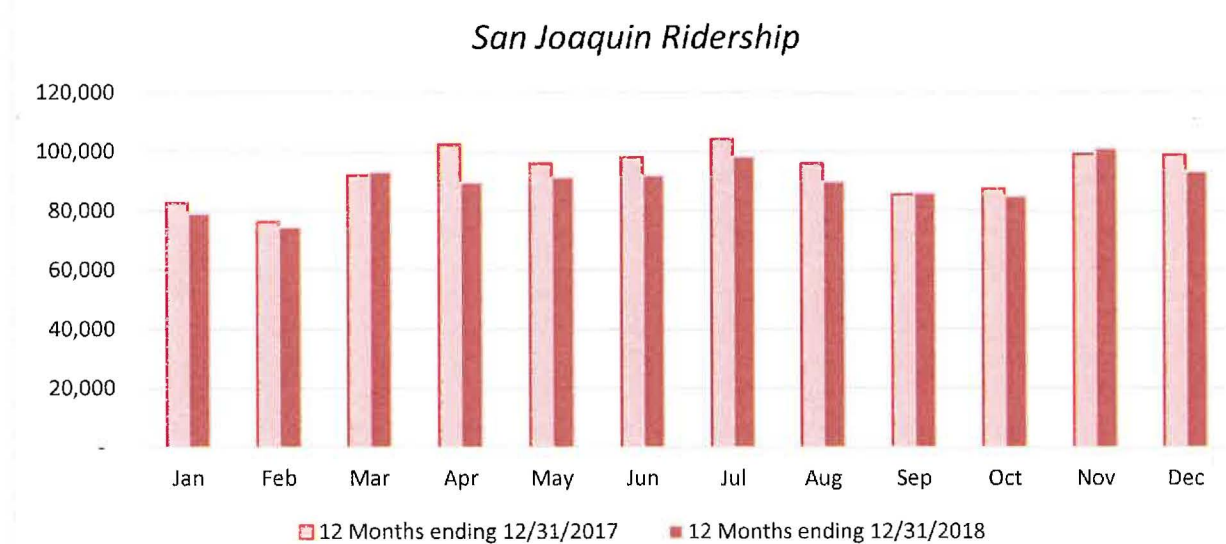
SAN JOAQUIN ROUTE

Seven daily round-trips serve the San Joaquin Route, five operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All seven round-trips have dedicated bus connections between Bakersfield, Los Angeles, and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing seven daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State. The *San Joaquin* has the fifth-highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *San Joaquin* have been managed by the San Joaquin Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

RIDERSHIP

Total ridership on the *San Joaquin* for the 12 months ending December 31, 2018 was 1,072,636. This is a decrease of 4.1% from ridership of 1,118,176 in the 12 months ending December 31, 2017.



ON-TIME PERFORMANCE (OTP)

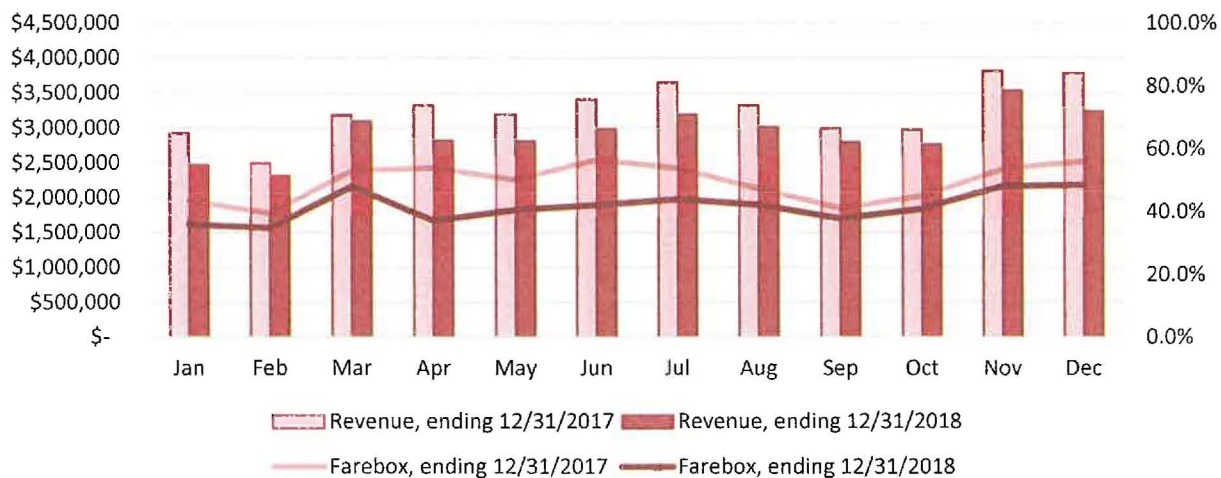
Endpoint on-time performance for the *San Joaquin* for the 12 months ending December 31, 2018 was 72.2%. This is a decrease of 3.6 percentage points from on-time performance of 75.7% in the 12 months ending December 31, 2017.

San Joaquin On-Time Performance**REVENUE and FAREBOX RATIO**

Total revenue on the *San Joaquin* for the 12 months ending December 31, 2018 was \$35,032,952. This is a decrease of 10.3% from revenue of \$39,067,850 in the 12 months ending December 31, 2017.

Total expenses for the 12 months ending December 31, 2018 were \$84,134,053, an increase of 6.1% over expenses of \$79,275,301 in the 12 months ending December 31, 2017. The resulting farebox ratio in the 12 months ending December 31, 2018 was 41.6%, a decrease of 7.6 percentage points from the farebox ratio of 49.3% in the 12 months ending December 31, 2017.

Amtrak costs and contracted services constitute 84.4% of the total operations expenses and fuel costs constitute 6.3% of the total operations expenses.

San Joaquin Revenue and Farebox

SUMMARY

The following table provides further detail on ridership, revenue, expense, farebox ratio, and on-time performance for the *San Joaquin* for the 12 months ending in the second quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>San Joaquin</i>				
	12 Months Ending 12/31/2018	12 Months Ending 12/31/2017	Difference	Percent Change
Ridership	1,072,636	1,118,176	-45,540	-4.1%
Revenue	\$35,032,952	\$39,067,850	-\$4,034,898	-10.3%
Expenses	\$84,134,053	\$79,275,301	\$4,858,752	6.1%
Farebox	41.6%	49.3%	-7.6PP	
On-Time Performance	72.2%	75.7%	-3.6PP	
<i>PP - Percentage Points</i>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.8
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Bolyard, Chief (Acting)
Division of Aeronautics

Subject: **FISCAL YEAR 2018–19-SECOND QUARTER REPORT-AERONAUTICS ACQUISITION
AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT PROGRAM**

SUMMARY:

The attached report is the California Department of Transportation's (Department), Division of Aeronautics Fiscal Year 2018–19 Second Quarter Report for the Acquisition and Development (A&D) and Airport Improvement Program (AIP) Matching Grants Programs, which will be presented as an informational item at the California Transportation Commission's (Commission) March 2019 meeting.

BACKGROUND:

The Department's A&D and AIP Matching Grants Programs are funded by the Aeronautics Account in the State Transportation Fund. They are prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the Commission, may provide a matching grant to a public entity up to 5 percent of the amount of a federal AIP Grant. Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department's A&D Program is a biennial two-year program providing state grants to airports for planning, construction, and land acquisition. A&D projects are state-funded at 90 percent of the total project cost with a 10 percent local match required.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP matching grant funds and the status of all projects in the A&D Program. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

Attachment



**Fiscal Year 2018–2019
Second Quarter Report**

Division of Aeronautics

**Acquisition and Development Grants
And
Airport Improvement Program
Matching Grants Programs**

**Quarterly Report to the
California Transportation Commission**

ACQUISITION AND DEVELOPMENT PROGRAM

BACKGROUND

The California Department of Transportation’s (Caltrans) Acquisition and Development (A&D) Grants Program is a biennial, two-year program providing state grants to eligible, publicly owned, public-use airports for planning, construction, and land acquisition. The current A&D Program covers Fiscal Years 2018–19 through 2019–20.

The A&D Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, Sections 21683 and 21706. Local agency project requests are categorized and ranked based on criteria set by the California Transportation Commission (Commission). Eligible project categories include enhancing safety, capacity, and security, as well as preparing Airport Land Use Compatibility Plans (ALUCP).

A&D projects are state funded at 90 percent of the total project cost with a 10 percent local match required.

PROGRAM SUMMARY

This report is for Caltrans’ A&D Program for the Second Quarter of the 2018–19 Fiscal Year. This report includes the status of the unallocated, allocated, and completed projects.

There are a total of 35 projects, valued at \$5.3 million, currently in the A&D Program. Of the 35 projects, seven are allocated (valued at \$1.3 million) and two projects have been completed this quarter. A total of 26 projects are still unallocated (valued at \$4.0 million). A fund transfer was not authorized by the Department of Finance for the A&D Program, resulting in all 26 projects from the 2018 A&D Program to remain unallocated as of this report.

The following spreadsheets include the status of unallocated projects and allocated projects.

Acquisition and Development (A&D) Projects Status and Detail

Unallocated Projects

FY 2018–19

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Programmed Amount	Total Expenditure to Date	Estimated Date of Completion	Schedule
1	Adin	18-19	Modoc	Engineering Design and Repave Tawiway Tie Down Apron Areas	Unallocated			\$270,000			
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Automated Weather Observing System New	Unallocated			\$72,000			
2	Southard Field	18-19	Lassen	Crack Seal and Restripe Runway and Taxiway	Unallocated			\$73,000			
2	Spaulding	18-19	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tie-down	Unallocated			\$76,000			
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Resurface Taxiway and Ramps	Unallocated			\$540,000			
2	Susanville Municipal	18-19	Lassen	ALUCP Update	Unallocated			\$251,000			
4	Nut Tree	18-19	Solano	Tree Obstruction Removal	Unallocated			\$149,000			
5	Salinas Municipal	18-19	Monterey	ALUCP Update	Unallocated			\$159,000			
6	Poso-Kern	18-19	Kern	Crack Fill and Slurry Seal Partial Runway	Unallocated			\$135,000			
7	Whiteman	18-19	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
7	Compton/Woodley	18-19	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			\$45,000			
8	Fort Bidwell	18-19	Modoc	Engineering, Design, and Add New Gravel for Runway	Unallocated			\$45,000			
9	Shoshone	18-19	Inyo	Replace Runway Lighting Control System	Unallocated			\$32,000			
9	Shoshone	18-19	Inyo	Segmented Circle	Unallocated			\$21,000			
9	Mammoth Yosemite	18-19	Mono	Airport Land Use Compatibility Plan (ALUCP) Update	Unallocated			\$90,000			
Total								\$2,003,000			

Acquisition and Development (A&D) Projects Status and Detail

Unallocated Projects

FY 2019–20

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Programmed Amount	Total Expenditure to Date	Estimated Date of Completion	Schedule
1	Andy McBeth	19-20	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	Unallocated			\$428,000			
1	Ward Field	19-20	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	Unallocated			\$225,000			
1	Samoa Field	19-20	Humboldt	Removal/Pruning Willow Stand	Unallocated			\$45,000			
1	Samoa Field	19-20	Humboldt	Resurface Runway-Repaint Markings	Unallocated			\$126,000			
2	Siskiyou	19-20	Siskiyou	ALUCP Update	Unallocated			\$251,000			
6	Taft	19-20	Kern	Runway Pavement Rehabilitation and Restripe	Unallocated			\$315,000			
8	Chino	19-20	San Bernardino	ALUCP Update	Unallocated			\$54,000			
9	Bryant Field	19-20	Mono	Install Obstruction Lights	Unallocated			\$45,000			
10	Alpine County	19-20	Alpine	Chip Seal and Restripe Runway	Unallocated			\$126,000			
11	Cliff Hatfield Memorial	19-20	Imperial	Airport Runway Maintenance	Unallocated			\$180,000			
11	Imperial County	19-20	Imperial	ALUCP Update	Unallocated			\$251,000			

**Total Projects In
2-Year Program = 26**

**Total \$2,046,000
Total Unallocated \$4,049,000**

Acquisition and Development (A&D) Projects Status and Detail

Allocated Projects

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Behind Schedule
2	Trinity Center	14-15	Trinity	Slurry Seal Apron, Taxiway Area, and Restripe Pavement	Progress Pay	5/28/2015	11/15/2016	\$90,000	\$68,875	5/28/2019	X
3	Lake Tahoe	15-16	El Dorado	ALUCP	Progress Pay	6/29/2016	6/6/2017	\$170,000	\$113,064	6/29/2020	
5	Marina	15-16	Monterey	ALUCP	Progress Pay	8/27/2015	6/14/2016	\$162,000	\$55,310	8/1/2019	
5	Santa Barbara	15-16	Santa Barbara	ALUCP Study and Environmental Review County-wide	Progress Pay	12/9/2015	9/15/2016	\$140,000	\$77,407	12/9/2019	
6	Fresno County	15-16	Fresno	ALUCP	Progress Pay	6/29/2016	6/12/2017	\$270,000	\$194,930	6/29/2020	
1	Shelter Cove	16-17	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	Progress Pay	5/18/2017	10/23/2018	\$192,000	0	5/18/2021	X
1	Arcata	16-17	Humboldt	ALUCP Update	Progress Pay	5/18/2017	5/8/2018	\$250,000	0	5/18/2021	
Total Projects 7						Total		\$1,274,000	\$509,586		

Acquisition and Development (A&D) Projects Status and Detail

Completed Projects

District	Airport	Program Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Date of Completion
3	Sierraville Dearwater	16-17	Sierra	Reconstruct Tie-down Area	Progress Pay	5/18/2017	5/3/2018	\$489,000	\$411,905	12/18/2018
9	Shoshone	16-17	Inyo	Runway 15/33 Crack Repairs, Slurry Seal, Marking	Progress Pay	5/18/2017	3/14/2018	\$180,000	\$83,795	10/09/2018
Total Projects 2							Total	\$669,000	\$495,700	

Acquisition and Development (A&D) Status and Detail Projects Behind Schedule

The following allocated projects are behind schedule:

Airport County Project Description	Status	Estimated Date of Completion
Trinity Center Airport Trinity County Slurry Seal Apron, Taxiway Area, and Restripe Pavement	The project was granted an extension due to a county staffing shortage to complete the Plans, Specifications and Estimates phase after wildfires in 2015. The project has been awarded. The project is in construction with 90 percent complete, and one progress payment is paid.	5/28/2019
Shelter Cove Airport Humboldt County Slurry Seal Taxiway/Miscellaneous Pavement	The project was granted an extension due to a sudden departure of consultant.	5/28/2021

FEDERAL AIRPORT IMPROVEMENT PROGRAM MATCHING GRANTS

BACKGROUND:

The California Department of Transportation (Caltrans), Division of Aeronautics' AIP Matching Grants Program (Program) is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.1 of the PUC provides that Caltrans, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity up to 5 percent of the amount of a federal AIP grant.

Each year the Commission approves a lump sum to match Federal Aviation Administration (FAA) AIP grants. This allocation provides the authority for Caltrans to subvent matching funds to individual projects as requested by airport sponsors.

Caltrans provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP Matching grant funds. It should be noted that the Aeronautics Account is a continuously appropriated account, and any unused funds revert to the Aeronautics Account for use in future fiscal years.

STATUS:

At its June 2018 meeting, the Commission allocated \$1.4 million for the AIP Matching Grant Program for Fiscal Year 2018–19. To assist as many airports as possible, a \$50,000 maximum per project is in effect for the current Program. As of the Second Quarter, Caltrans has sub-allocated a total of \$723 thousand toward 26 projects. Aeronautics expects to allocate the entire lump sum of \$1.4 million during the fiscal year.

Federal Airport Improvement Program (AIP) Matching Grants					
Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Cost
Southern California Logistics	Southern California Logistics Authority	Reconstruct Runway 17/35 (Phase II); Install Guidance Signs	\$50,000	8/15/2018	\$8,136,286
Jacqueline Cochran	County of Riverside	Rehabilitate Runway 17/35, Taxiway F and Associated Connectors	\$50,000	9/27/2018	\$1,278,246
Benton Airpark	City of Redding	1. Construct New Perimeter Vehicle Service Road 2. Rehabilitate Parallel Taxiway "B"1	\$50,000	9/25/2018	\$1,227,090
Sequoia (Dinuba)	County of Tulare	Install: All Weather Observation System; Precision approach path indicators PAPI-2 for runway 13/31; Runway end indication lights for runway 13/31	\$17,988	9/25/2018	\$399,740
Oakdale	City of Oakdale	Construct Runway and Taxiway, Pavement Preservation and Perimeter Fencing	\$50,000	10/4/2018	\$1,597,412
Oroville	City of Oroville	Construct Taxiway K	\$31,585	10/4/2018	\$701,878
Lake Tahoe	City of South Lake Tahoe	Rehabilitate Terminal Apron - Construction	\$29,355	10/4/2018	\$679,527
Inyokern	Indian Wells Valley Airport District	Perimeter Fence Improvements	\$28,309	10/4/2018	\$629,079
Bishop	County of Inyo	Taxiway Pavement Rehabilitation (Design)	\$15,000	10/8/2018	\$333,333
Lone Pine	County of Inyo	Runway 16/34, Taxiways A and B Pavement Rehabilitation	\$9,338	10/8/2018	\$207,500
Mojave Air and Space Port	Mojave Air and Space Port	Taxiway B Extension Project	\$50,000	10/16/2018	\$1,515,651
Tulelake	County of Modoc	Rehabilitation of Taxiway A - Design and Construction	\$4,183	10/16/2018	\$92,963
Columbia	County of Tuolumne	Reconstruct Main Hangar Area Taxilanes, Rehabilitate Tie-Down Apron, Rehabilitate Terminal Apron, Rehabilitate Hangar Taxilanes	\$50,000	10/16/2018	\$3,934,298
Chowchilla Municipal	City of Chowchilla	Rehabilitate Runway Lighting; Rehabilitate (Slurry Seal) Taxiway A and Tie-Down Apron	\$22,370	10/16/2018	\$497,120
Dunsmuir (Mott)	City of Dunsmuir	Reconstruct Runway 14/32 and Runway Reflectors - Design	\$11,805	10/24/2018	\$262,340
Scott Valley	County of Siskiyou	Rehabilitate Runway 16/34, Taxiway and Apron Surfaces	\$13,376	10/26/2018	\$314,749
Marina Municipal	City of Marina	Extend Taxiway B to Threshold of Runway 29-Design	\$7,277	10/31/2018	\$161,700
Rio Vista	County of Solano	Improve Airport Drainage Phase 3	\$7,948	10/31/2018	\$177,728
Salinas	City of Salinas	Runway 13-31 Rehabilitation Construction	\$50,000	11/1/2018	\$1,289,907
Hollister Municipal	City of Hollister	Phase 1- Design: Construct Taxiway B and Runway; Taxiway A at Threshold to Runway 24, including Marking and Lighting	\$18,520	11/5/2018	\$411,517
Reedley	City of Reedley	Construct Runway Pavement Preservation	\$11,050	11/6/2018	\$245,557
Big Bear	Big Bear Airport District	Construct Snow Equipment Building - Phase I Design	\$15,000	11/7/2018	\$333,333
Mesa Del Rey	City of King	Construction of Electrical Improvements	\$45,743	11/7/2018	\$1,016,520

Federal Airport Improvement Program (AIP) Matching Grants					
Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Cost
Buchanan Field	County of Contra Costa	Design of an Aircraft Rescue and Fire Fighting Facility	\$13,500	11/8/2018	\$300,000
Calexico	City of Calexico	Rehabilitation of Taxiway A	\$11,820	12/7/2018	\$191,340
Palo Alto	City of Palo Alto	Apron Reconstruction - Phase II	\$50,000	12/14/2018	\$12,277,319
Cloverdale	City of Cloverdale	Construction - Install new PAPIs on Runway 14	\$8,928	12/17/2018	\$198,401
Total			\$723,095		\$38,410,534

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.10
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FISCAL YEAR 2018-19 - SECOND QUARTER - PROPOSITION 1A HIGH-SPEED
PASSENGER TRAIN BOND PROGRAM REPORT**

SUMMARY:

The California Department of Transportation's Division of Rail and Mass Transportation is submitting the following as an information item at the March 2019 California Transportation Commission (Commission) meeting - Fiscal Year 2018-19 Second Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

BACKGROUND:

On November 4, 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the Commission is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or are part of the construction of the high-speed train system. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment



Fiscal Year 2018–19 Second Quarter Report High-Speed Passenger Train Bond Program

**Quarterly Report to the
California Transportation
Commission**



<p style="text-align: center;">High-Speed Passenger Train Bond Program Fiscal Year 2018-19 Second Quarter Progress Report</p>

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission), upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program.

The Commission allocated projects that met the following criteria:

Usable Project/Segments: Projects will be usable, or provide usable segments, even if the highspeed train system as identified in the Streets and Highway Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) is delayed, postponed or cancelled.

Useful Life: The useful life of a project under the HSPTB Program shall not be less than the required useful life (15 years or more) for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code.

SUMMARY:

To date, the Commission has allocated \$846.553 million in Proposition 1A funds to 17 projects with \$710.736 million in reported expenditures.

Four projects have been completed and closed out. Another two projects have fully expended their Proposition 1A funds allocated by the Commission. However, due to the size and complexity of the project, or the need for continuous testing, these two projects are still ongoing and utilizing other funding.

The following table contains specific project information and is followed by a status of all projects having received an allocation. Please note, the "Project Numbers" in this report are only for reference and are subject to change in subsequent reports should new projects be added.

High-Speed Passenger Train Bond Program Projects

Project No.	Agency	Project Name	Total Project Cost Amount (thousands)	Appropriated Amount (thousands)	Programmed Amount (thousands)	Allocated Amount (thousands)	Expended Amount (thousands)	% Expended Amount (thousands)	Phase of Work Allocated	Project Completion Date
1	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	100%	CON	Jun-16
2	Caltrans	Positive Train Control, San Joaquin Corridor	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	100%	CON	Jan-13
3	Caltrans	Positive Train Control, LA to Fullerton Triple Track	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	100%	CON	Dec-15
4	SANDAG	Blue Line Light Rail Improvements	\$ 151,754	\$ 57,855	\$ 57,855	\$ 57,855	\$ 57,855	100%	CON	Dec-16
5	SFMTA	Central Subway	\$ 1,578,300	\$ 61,308	\$ 61,308	\$ 61,308	\$ 61,308	100%	CON	Dec-20
6	SCRRA	Metrolink Positive Train Control	\$ 201,600	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	100%	CON	Dec-19
7	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction	\$ 15,500	\$ 10,180	\$ 10,180	\$ 10,180	\$ 7,492	74%	CON	Jun-19
8	NCTD	Positive Train Control, San Onofre to San Diego	\$ 59,982	\$ 41,843	\$ 41,843	\$ 41,843	\$ 33,093	79%	CON	Dec-19
9	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	\$ 40,750	\$ 40,750	\$ 40,750	\$ 40,750	\$ 35,796	88%	CON	Oct-20
10	PCJFB	Caltrain Advanced Signal System (CBOSS/PTC)	\$ 231,000	\$ 105,445	\$ 105,445	\$ 105,445	\$ 87,196	83%	PS&E CON	Oct-20
11	LACMTA	Regional Connector Transit Corridor	\$ 1,366,100	\$ 114,874	\$ 114,874	\$ 114,874	\$ 103,387	90%	CON	Oct-21
12	SCRRA	Metrolink High-Speed Rail Readiness Program	\$ 202,899	\$ 88,707	\$ 88,707	\$ 88,707	\$ 37,445	42%	CON	Dec-21
13	SacRT	Sacramento Intermodal Facility Improvements	\$ 60,368	\$ 30,165	\$ 26,208	\$ 1,208	\$ 576	48%	PA&ED PS&E	Jun-22
* SacRT retains \$3,957 in future Proposition 1A funding to be allocated to this or another project.										
14	SJRRC	Stockton Passenger Track Extension	\$ 24,895	\$ 14,974	\$ 5,714	\$ 5,714	\$ 395	7%	CON	Jun-22
* SJRRC retains \$9,260 in future Proposition 1A funding to be allocated to this or another project.										
15	CCJPA	Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1.	\$ 82,276	\$ 51,970	\$ 51,970	\$ 5,740	\$ 255	4%	PS&E R/W	Sep-22
16	BART	Maintenance Shop & Yard Improvements	\$ 432,933	\$ 78,639	\$ 78,639	\$ 78,639	\$ 65,916	84%	CON	Jan-24
17	BART	Millbrae Station Track Improvements and Car Purchase	\$ 285,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 125,732	90%	CON	May-26

TOTALS: \$ 4,792,647 \$ 931,000 \$ 917,783 \$ 846,553 \$ 710,736

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

The implementing agency, Southern California Regional Rail Authority (SCRRA), has received \$46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

The project has been completed and is now closed out. All funds have been expended. No further action on this project to report.

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

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

The project has been completed and is now closed out. All funds have been expended. No further action on this project to report.

Project No. 3**Positive Train Control, Los Angeles to Fullerton Triple Track**

The implementing agency, Caltrans, has received \$2.940 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

The project has been completed and is now closed out. All funds have been expended. No further action on this project to report.

Project No. 4**Blue Line Light Rail Improvements**

The implementing agency, San Diego Association of Governments, has received \$57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including: replacing worn out rails and tracks, replace/rehabilitate switches and signaling, and reconstruction of existing platforms to accommodate low-floor vehicles.

The project has been completed and is now operational. All funds have been expended. No further action on this project to report.

Project No. 5**Central Subway**

The implementing agency, San Francisco Municipal Transportation Agency, received \$61.308 million for the construction phase. The project extends the 5.2-mile T-Fourth light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.

All Proposition 1A appropriated funding has been allocated and expended; however, the project is still ongoing with work continuing at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. To date, total project expenditures are \$1.250 billion which is 79 percent of the overall project budget of \$1.578 billion. The tunnel contract administrative closeout is ongoing with the Master Project Schedule forecasting Revenue Service to begin in January 2020, and overall project completion by the end of December 2020.

Project No. 6**Metrolink Positive Train Control**

The implementing agency, Southern California Regional Rail Authority (SCRRA / Metrolink), has received \$35 million for the construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated and PTC has been implemented. Full implementation of the Federal Railroad Administration's (FRA) certified and interoperable PTC system in accordance with the statutory mandate has been achieved. Continuing progress on increasing system reliability, performance and operational efficiency with interoperable partners through development of enhanced tools and trouble-shooting techniques. There are no expected delays or changes to project scope, cost and schedule.

Project No. 7**Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project**

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received \$10.180 million for the construction phase. The goal of this project is to reduce the total travel time of the Capitol Corridor service between San Jose and Martinez by ten minutes, seven minutes of travel time savings on ACE services and three minutes of travel time on Amtrak San Joaquin services, through the removal of station dwell times, implementing super elevating curves, and replacing the existing rail to allow for higher operating speeds.

Construction work by the Union Pacific Railroad (UPRR) on this project has been concluded. The UPRR has begun a public outreach process notifying affected residents of the revised train speeds in the area. Once the public outreach work is completed, the new speeds will be implemented and a revised timetable for the Capitol Corridor trains can be instituted. This timetable revision is planned for the Spring of 2019. The project is on schedule to be completed by June 30, 2019, with no anticipated changes in scope or cost.

Project No. 8**Positive Train Control, San Onofre to San Diego**

The implementing agency, North County Transit District (NCTD), has received \$41,843 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD achieved full implementation and interoperability with its tenant railroads before the federally mandated deadline of December 31, 2018. Current efforts are focused on improving reliability and effectiveness of the PTC system. The supporting tasks to improve the system are expected to be completed by the end of 2019.

Project No. 9**San Joaquin Corridor, Merced to Le Grand Segment 1 and a Portion of Segment 2**

The implementing agency, Caltrans, has received \$40.750 million for the construction phase. The project consists of capital improvements on the Merced to Le Grand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track, modification and upgrade to signal and track components (including five public at-grade road crossings), and engineering/civil work. The Capital improvements on Segment 2 consists of constructing 4.1 miles of main track, including but not limited to, three turnouts, three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecom.

The construction of Segment 1 is complete. The contract to complete Segment 2 track work and construction of a second platform at Merced Amtrak station was awarded in December 2017. Project completion is on schedule for October 2020.

Project No. 10**Caltrain Advanced Signal System/Positive Train Control**

The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received \$105.445 million for Plans, Specifications and Estimates (PS&E) and the construction phase. The project consists of installing PTC technology along the Caltrain corridor.

After continuous delays and failure to improve performance, the PCJPB terminated its initial contract for designing and implementing the Communications Based Overlay Signal System (CBOSS)/PTC project. The contract has since been awarded to a new system developer, Wabtec. Installation of onboard PTC equipment on locomotive and cab cars is ongoing with 44 installations having been completed. Training of Caltrain staff by Wabtec was completed in December 2018 and the PCJPB has submitted an Alternative Schedule Request to achieve revenue service demonstration to the FRA for review and approval. The project completion date is still estimated for October 2020.

Project No. 11**Regional Connector Transit Corridor**

The implementing agency, Los Angeles County Metropolitan Transportation Authority, has received \$114.874 million for the construction phase. The project is to construct a two-mile extension connecting the Metro light rail system to High Speed Rail through downtown Los Angeles, including the construction of three new underground light rail stations.

Various operations are underway throughout the alignment including guideway and station box support of excavation, settlement monitoring, and utility relocations. Completed to date are: the tunnel walkways between Flower St (4th) and Grand Avenue Arts/Bunker Hill Station, the concourse mezzanine slab at the Grand Avenue Arts/Bunker Hill Station, the remaining excavation of the Little Tokyo/Art District Station, the west station invert concrete of the Historic Broadway Station. Work initiated: tunnel walkways between the Little Tokyo/Art District Station and Historic Broadway Station, inverted concrete and concourse mezzanine slab for the Little Tokyo/Art District Station. Overall project progress is at 55 percent and is scheduled for completion in October 2021.

Project No. 12**Metrolink High-Speed Rail Readiness Program**

The implementing agency, Southern California Regional Rail Authority (SCRRA / Metrolink), has received their full allocation of \$88.7 million of which \$68.5 million is being applied toward the purchase and testing of 20 new locomotives, \$20.2 million is for the refurbishment of 20 passenger cars. The project consists of acquisition of new high-powered Tier 4 locomotives and the reconditioning/refurbishing of passenger cars.

To date, 15 locomotives have been delivered. The project is experiencing delays relating to resolving locomotive infancy issues which has required implementation of a gradual fleet deployment into revenue service. The SCRRA continues working closely with the vendor and through a structured approach to ensure full compliance with federal requirements, quality assurances and demonstration of reliability to resolve these issues so that all locomotives can be put into revenue service by the end of July 2021, with a revised project closeout date of December 2021.

Project No. 13**Sacramento Intermodal Facility Improvements Project**

The implementing agency, Sacramento Regional Transit District (SacRT), initially received \$1.752 million for Project Approval and Environmental Documentation (PA&ED). With the completion of PA&ED, a cost savings of \$1.176 million was identified, deallocated from PA&ED, and reprogrammed to the construction phase. The total programmed amount now available under the construction phase is \$25 million.

A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail. The scope of the project has been divided into the following components:

- **Component # 1 – Sacramento Valley Station Loop**

California Environmental Quality Act clearance has officially been completed with savings identified. Design of the project is expected to be underway in early 2019. Construction is expected to begin in Fiscal Year (FY) 2019-20 and be completed end of FY 2021-22.

- **Component #2 – Downtown-Riverfront Streetcar**

Both federal and state environmental requirements have been completed. In August 2018, the Guideway project design (Civil/Systems/Stations) was completed, staff submitted Risk Assessment responses to FTA, and Jacobs Engineering selected as Project Controls consultant. Brookville was selected to construct six streetcar vehicles with a notice-to-proceed to be issued upon receipt of a federal Small Starts Grant Agreement expected in March 2019. However, with construction bids being significantly higher than expected, SacRT is now considering options of revising project scope and determining additional fund sources to move forward with the project.

Project No. 14

Stockton Passenger Track Extension

Of the \$14.974 million appropriated to the project, the implementing agency, San Joaquin Regional Rail Commission (SJRRRC), has received \$5.714 million for the construction phase, and plans to program and allocate the remaining \$9.260 million in FY 2018-19. The project consists of constructing a 2.57-mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the UPRR and the BNSF.

After having received comments from the FRA on the NEPA Categorical Exclusion (CE), the SJRRRC submitted an encroachment permit to conduct the Noise Analysis required to complete the CE. The Noise Analysis occurred in October 2018, however it was determined there would be no impacts associated with the project as the dominant noise source would continue to be from the main railway track with higher volume freight train operations. In coordinating with the UPRR on design plans, the UPRR has requested additional geotechnical information for soil conditions. Due to this request, the SJRRRC anticipates PS&E to be completed in May 2019 and to advertise the construction contract by June 2019, with project completion still projected for June 2022.

Project No. 15

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project

The implementing agency, the CCJPA, has received \$5.740 million for PS&E and R/W to begin Phase 1: the relocation of the Roseville station and addition of a Fourth track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville instead of the one round trip permitted today.

Environmental impact review has been completed. To complete final design, the consulting engineering firm, Transystems, has been contracted and has submitted the 10 percent design for approval by UPRR and the CCJPA. The project is on schedule and set to be completed in September 2022.

Project No. 16**Maintenance Shop and Yard Improvements**

The implementing agency, the San Francisco Bay Area Rapid Transit District (BART), has received \$78.639 million for the construction phase. The project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

The new CRS was granted partial substantial completion and the California Public Utilities Commission granted Safety Certification allowing occupancy and use of the facility for production. BART Rolling Stock & Shops has moved into a portion of the facility and began production work. Work continues in the Hayward Shop south yard, and work was completed in the Hayward Shop north yard. Work is in progress on the concrete floor slab and foundation for the new Central Warehouse. The contract work is approximately 20 percent complete with completion still projected for January 2024.

Project No. 17**Millbrae Station Track Improvement and Car Purchase**

The implementing agency, BART, has received \$140 million for the construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae station.

Continued operation of pilot vehicles and production vehicles in revenue service. Qualification testing continued with both pilot and production vehicles with final qualification tests estimated to be completed in the next quarter. Train operator training continues with two shifts per day, six days a week. Series production continues at the car-body manufacturing facility and project completion is still on schedule for May 2026.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.11
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING DECEMBER 31, 2018**

SUMMARY:

As of December 31, 2018, about \$102 million, or 9 percent, of the \$1.1 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year 2019 has been sub-allocated to 135 local projects. The majority of the sub-allocations (approximately \$74 million) are for 105 projects in the following four categories:

- National Highway Performance Program (NHPP) - 23 projects, \$23 million
- Surface Transportation Block Grant Program (STBGP) - 24 projects, \$22 million
- Congestion Mitigation & Air Quality Improvement Program (CMAQ) –20 projects, \$12 million
- Highway Safety Improvement Program – 37 projects, \$17 million
- Highway Infrastructure Program (HIP) – 1 project, \$300 thousand

The remaining \$28 million was sub-allocated for 30 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Attachment

LOCAL ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending December 31, 2018
(Dollars in Thousands)

Reference No.: 3.11
March 13-14, 2019
Attachment

Fund Description	Total Expenditures			Commission Allocation			Allocation Balance			Percent of Allocation Expended	Number of Projects
	State	Federal	Total	State	Federal	Total	State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs											
Surface Transportation Block Grant Program (STBGP)		21,773	21,773		315,800	315,800		294,027	294,027	7%	24
Highway Infrastructure Program (HIP)		300	300		49,018	49,018		48,718	48,718	1%	1
Congestion Mitigation & Air Quality Improvement Program (CMAQ)		11,693	11,693		298,893	298,893		287,200	287,200	4%	20
Discretionary Programs (High Priority Projects/Demonstration Projects/Emergency Relief)		3,254	3,254		104,374	104,374 *		101,120	101,120	3%	16
Surface Transportation Block Grant Program (STBGP) State Match and Exchange	0		0	57,849		57,849 *	57,849		57,849	0%	0
Miscellaneous Unassigned Local Programs	0		0	3,250		3,250 *	3,250	-	3,250	0%	0
Freeway Service Patrol	25,179		25,179	25,479		25,479 *	300		300	99%	14
Freeway Service Patrol - Senate Bill 1	0		0	25,000		25,000 *	25,000		25,000	0%	0
Bridge Programs											
Bridge Inspection	0		0	735		735 *	735		735	0%	0
National Highway Performance Program (NHPP)		22,931	22,931		179,953	179,953		157,022	157,022	13%	23
Rail Programs											
Railroad Grade Separations	0		0	15,000		15,000 *	15,000		15,000	0%	0
Railroad Grade Crossing Maintenance	0		0	3,765		3,765 *	3,765		3,765	0%	0
Safety Programs											
Highway Safety Improvement Program		16,656	16,656		53,980	53,980		37,324	37,324	31%	37
Total Local Assistance Subvention Funds	25,179	76,607	101,786	131,078	1,002,018	1,133,096	105,899	925,411	1,031,310	9%	135

Notes

Allocations for state funds reflect the June 2018 Commission meeting vote, Item 2.5h, Resolution FM-17-03.

Allocations for federal funds reflect the October 2018 Commission meeting vote, Item 2.5h, Resolution FM-18-01.

The Allocation Balance is the difference between the Commission Allocations and the Total Expenditures.

Total expenditures are from Datalink (accounting system).

Includes funding and projects that have been transferred to the Federal Transit Administration.

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.

Total expenditures are encumbrances plus cash expenditures.

Assumptions:

* Indicates programs that were not discussed in book item Reference 3.11.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.12
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FIRST QUARTER – BALANCE REPORT ON AB 1012 “USE IT OR LOSE IT” PROVISION FOR FEDERAL FISCAL YEAR 2017 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of December 31, 2018, the Regional Surface Transportation Program (RSTP) has approximately \$23.3 million and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately \$33.7 million that are subject to reprogramming.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991, and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a \$1.2 billion backlog in federal apportionments and \$854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 “Use It or Lose It” provisions for federal fiscal year 2017 (October 1, 2016 through September 30, 2017), was released on November 16, 2018. The total 2017 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately \$60 million. This included approximately \$25.2 million of RSTP funds and approximately \$34.8 million of CMAQ funds. As of December 31, 2018, the RSTP amount has decreased to \$23,349,938 and the CMAQ amount has decreased to \$33,720,306.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2018, the Department's local partners have delivered enough projects to obligate a minimum of 100 percent of the available OA. The Department anticipates to fully deliver for the 20th consecutive year.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of December 31, 2018

Reference No: 3.12
March 13-14, 2019
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2017*)
Regional Report Summary

*Previously referred to as Cycle 20

Region	CMAQ Unobligated 12/31/2018 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2019 ²	RSTP Unobligated 12/31/2018 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2019 ²
Butte	1,723,288	-	3,021,474	-
Fresno	27,406,744	890,219	25,999,335	831,840
Kern	21,750,395	435,579	15,742,822	-
Kings	1,913,082	-	2,105,645	-
Los Angeles	171,274,299	-	253,462,999	-
Madera	6,606,406	1,392,079	2,072,694	-
Merced	7,510,115	801,553	3,519,896	-
Monterey ³	-	-	5,690,643	-
Orange	66,048,226	-	32,974,778	-
Riverside	42,539,334	-	48,420,644	-
S. F. Bay Area (MTC)	65,634,618	-	53,093,869	-
Sacramento (SACOG)	29,740,079	-	25,144,907	-
San Benito ³	-	-	766,125	-
San Bernardino	103,662,986	28,707,668	76,702,076	21,229,759
San Diego	(5,446,743)	-	42,648,221	-
San Joaquin	9,500,611	-	2,086,806	-
San Luis Obispo	4,212,012	-	3,763,774	-
Santa Barbara ³	-	-	5,839,475	-
Santa Cruz ³	-	-	3,587,935	-
Stanislaus	13,069,585	-	14,556,857	674,650
Tahoe	1,584,730	-	1,482,036	-
Tulare	4,471,495	-	8,441,764	-
Ventura	18,797,867	1,010,040	15,295,778	-
Rural Counties & SCAG	7,930,953	483,168	24,304,329	613,689
TOTAL	599,930,082	33,720,306	670,724,882	23,349,938

Footnotes:

Balances in the 3rd year (October 1, 2018) are subject to reprogramming on November 1, 2019. These balances include the Federal Fiscal Year (FFY) 2018 "Actual" apportionments (dated October 17, 2018) and FFY 2019 "Estimated" apportionments (dated November 8, 2018).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

³ These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of December 31, 2018

Reference No: 3.12
March 13-14, 2019
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2017*)
Rural Report Summary

*Previously referred to as Cycle 20

Region	CMAQ Unobligated 12/31/2018 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2019 ²	RSTP Unobligated 12/31/2018 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2019 ²
Rural County Information:				
Alpine	-	-	144,889	-
Amador ³	344,863	-	538,287	-
Calaveras	63,660	-	644,055	-
Colusa	-	-	309,797	-
Del Norte	-	-	403,917	-
El Dorado	-	-	1,183,043	-
Glenn	-	-	400,214	-
Humboldt	-	-	1,885,255	-
Imperial (SCAG)	3,480,757	52,534	5,328,042	468,403
Inyo	-	-	801,076	-
Lake	-	-	901,271	-
Lassen	-	-	523,506	-
Mariposa	646,068	317,891	267,092	-
Mendocino	-	-	1,256,166	-
Modoc	-	-	327,820	-
Mono	-	-	324,609	-
Nevada	1,681,648	-	1,363,850	-
Placer	-	-	1,105,505	-
Plumas	-	-	301,503	-
Shasta	-	-	2,460,638	-
Sierra	-	-	147,874	-
Siskiyou	-	-	724,056	-
Tehama	1,218,398	112,742	1,896,290	145,286
Trinity	-	-	288,240	-
Tuolumne ³	495,559	-	777,333	-
Rural Combined Totals:	7,930,953	483,168	24,304,329	613,689

Footnotes:

Balances in the 3rd year (October 1, 2018) are subject to reprogramming on November 1, 2019. These balances include the Federal Fiscal Year (FFY) 2018 "Actual" apportionments (dated October 17, 2018) and FFY 2019 "Estimated" apportionments (dated November 8, 2018).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

³ Due to the 2015 Ozone factor, these Regions are back in non-attainment areas at the beginning of FFY 2019, and consequently receive FFY 2019 CMAQ funding. These Regions were previously in air quality attainment as of the beginning of FFY 2016 and did not receive any CMAQ funding.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(2)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION FOR THE DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENTS PROJECT (RESOLUTION E-19-29)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Diestelhorst to Downtown Non-Motorized Improvements Project (Project) in Shasta County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Redding (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway.

On January 15, 2019, the Redding City Council adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources. Mitigation measures include, but are not limited to: utilize a 20-foot buffer to protect elderberry shrubs where the Valley Elderberry Longhorn Beetle resides, restrict construction activities from May 1 through June 30 to safeguard the maternal denning period of

the Ring-Tailed Cat, and employ a qualified biologist to conduct preconstruction surveys if the Foothill Yellow Legged Frog is spotted.

On January 16, 2019, 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 \$2,638,000 and is fully funded with State Transportation Improvement Program Funds (\$400,000), Active Transportation Program Funds (\$2,138,000), and Local Transit Development Act Funds (\$100,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-29
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
2 – Shasta County
Resolution E-19-29**

- 1.1 **WHEREAS**, the City of Redding (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Diestelhorst to Downtown Non-Motorized Improvements Project (Project) in Shasta County; and
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located in a mixed, open-space and urban area immediately adjacent to the Sacramento River in the City of Redding; and
- 1.4 **WHEREAS**, the Project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway; and
- 1.5 **WHEREAS**, on January 15, 2019, the Redding City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on January 15, 2019, the Redding City Council adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on January 16, 2019, 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; and
- 1.8 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Diestelhorst to Downtown Non-Motorized Improvements Project
Project Title

2018112024	Amber Kelley	(530) 225-4046
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located in a mixed, open-space and urban area immediately adjacent to the Sacramento River in the City of Redding, Shasta County.

Project Description: The project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway.

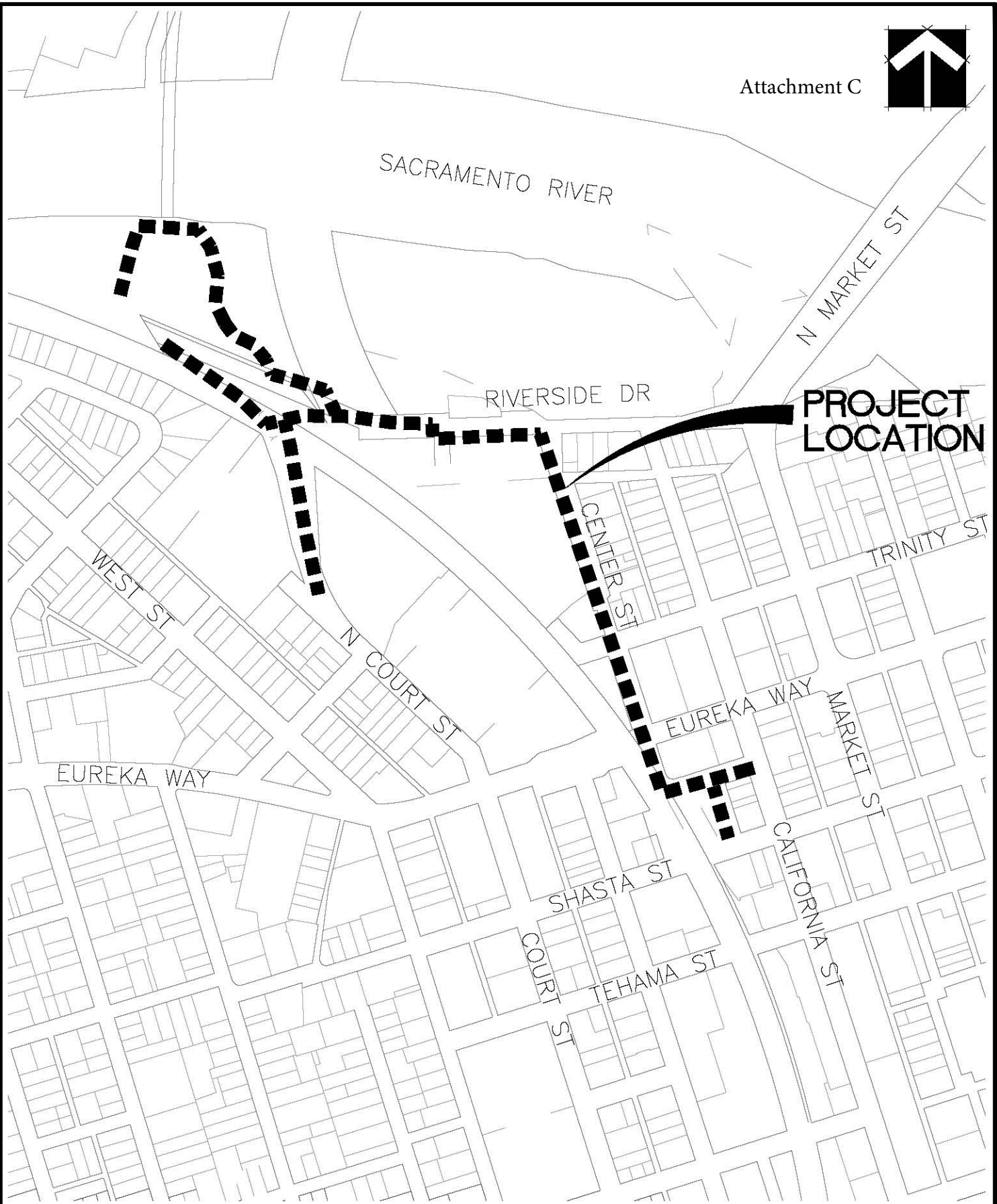
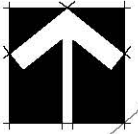
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ X Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (X was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (X were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 777 Cypress Avenue, Redding, CA 956001

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



CITY OF REDDING

PUBLIC WORKS
DEPARTMENT

DIESTELHORST TO DOWNTOWN
NON-MOTORIZED IMPROVEMENT
PROJECT
EXHIBIT A

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(2)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION FOR THE DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENTS PROJECT (RESOLUTION E-19-29)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Diestelhorst to Downtown Non-Motorized Improvements Project (Project) in Shasta County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Redding (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway.

On January 15, 2019, the Redding City Council adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources. Mitigation measures include, but are not limited to: utilize a 20-foot buffer to protect elderberry shrubs where the Valley Elderberry Longhorn Beetle resides, restrict construction activities from May 1 through June 30 to safeguard the maternal denning period of

the Ring-Tailed Cat, and employ a qualified biologist to conduct preconstruction surveys if the Foothill Yellow Legged Frog is spotted.

On January 16, 2019, 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 \$2,638,000 and is fully funded with State Transportation Improvement Program Funds (\$400,000), Active Transportation Program Funds (\$2,138,000), and Local Transit Development Act Funds (\$100,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-29
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
2 – Shasta County
Resolution E-19-29**

- 1.1 **WHEREAS**, the City of Redding (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Diestelhorst to Downtown Non-Motorized Improvements Project (Project) in Shasta County; and
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located in a mixed, open-space and urban area immediately adjacent to the Sacramento River in the City of Redding; and
- 1.4 **WHEREAS**, the Project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway; and
- 1.5 **WHEREAS**, on January 15, 2019, the Redding City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on January 15, 2019, the Redding City Council adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on January 16, 2019, 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; and
- 1.8 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Diestelhorst to Downtown Non-Motorized Improvements Project
Project Title

2018112024	Amber Kelley	(530) 225-4046
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located in a mixed, open-space and urban area immediately adjacent to the Sacramento River in the City of Redding, Shasta County.

Project Description: The project will construct two paved trails, a sidewalk gap completion, enhanced intersection facilities, improved crossings with flashing beacons, and a dedicated cycling and pedestrian pathway.

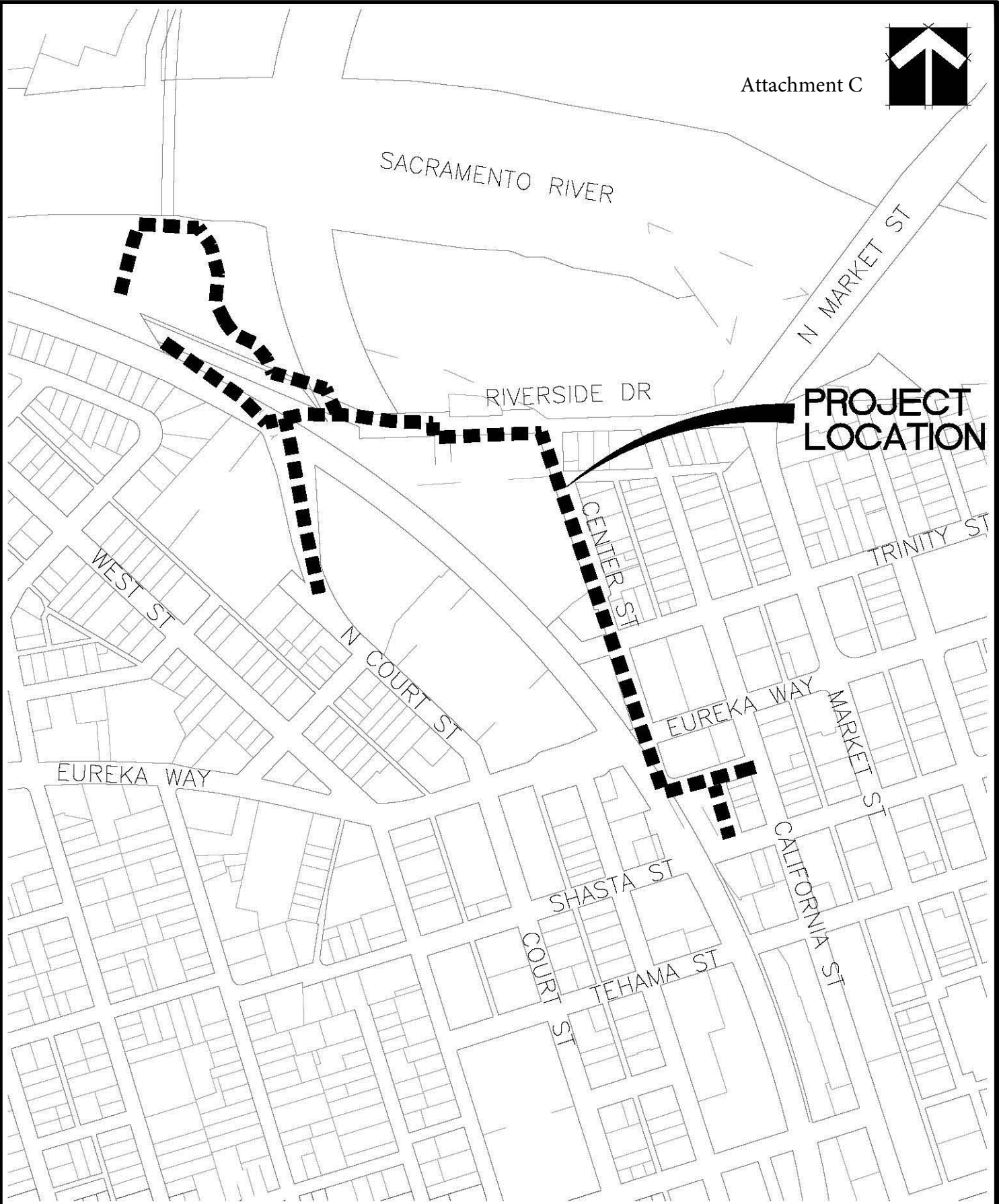
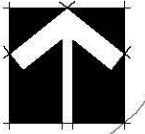
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ X Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (X was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (X were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 777 Cypress Avenue, Redding, CA 956001

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



CITY OF REDDING

PUBLIC WORKS
DEPARTMENT

DIESTELHORST TO DOWNTOWN
NON-MOTORIZED IMPROVEMENT
PROJECT
EXHIBIT A

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(4)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE DEVLIN ROAD AND NAPA
VALLEY VINE TRAIL EXTENSION PROJECT (RESOLUTION E-19-31)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Devlin Road and Napa Valley Vine Trail Extension Project (Project) in Napa County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of American Canyon (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail.

On January 15, 2019, the American Canyon City Council adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological resources, and cultural resources. Mitigation measures include, but are not limited to: comply with fugitive dust suppression requirements as specified by the Bay Area Air Quality Management District, conduct wet season sampling to protect the Vernal Pool Fairy Shrimp, and employ a qualified paleontologist to recommend salvage and recovery strategies if vertebrate fossils are encountered.

On February 5, 2019, 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 \$9,871,000 and is fully funded with Local Funds (\$5,423,000) and State Transportation Improvement Program Funds (\$4,448,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-31
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
4 – Napa County
Resolution E-19-31

- 1.1 WHEREAS,** the City of American Canyon (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Devlin Road and Napa Valley Vine Trail Extension Project (Project) in Napa County; and
- 1.2 WHEREAS,** the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located between Green Island Road Industrial Area and the Napa County Airport Industrial Area; and
- 1.4 WHEREAS,** the Project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail; and
- 1.5 WHEREAS,** on January 15, 2019, the American Canyon City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS,** on January 15, 2019, the American Canyon City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** on February 5, 2019, 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; and
- 1.8 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Devlin Road and Napa Valley Vine Trail Extension Project
Project Title

2018122031	Ronald Ranada	(707) 647-4559
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located between Green Island Road Industrial Area and the Napa County Airport Industrial Area in Napa County.

Project Description: The project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail.

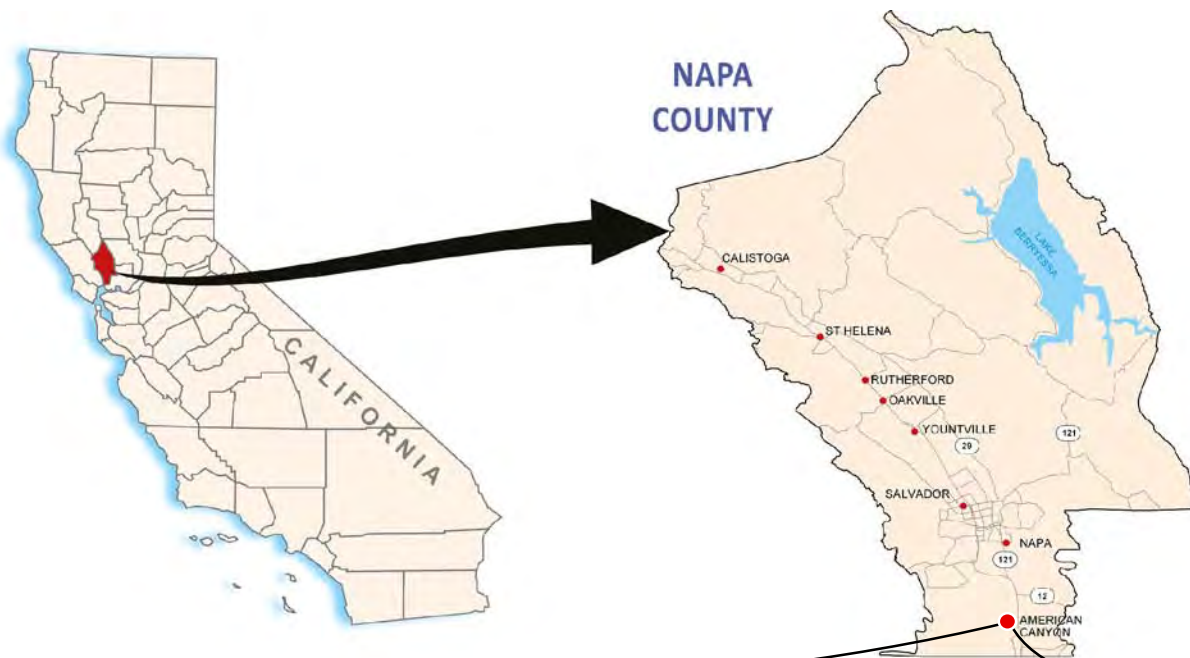
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were/ **X** were not) made pursuant to the provisions of CEQA.

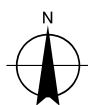
The above identified document with comments and responses and record of project approval is available to the General Public at: 4381 Broadway Street, Suite 201, American Canyon, CA 94503

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



Paper Size 8.5" x 11" (ANSI A)
 0 400 800 1,200
 Feet
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



Devlin Road and Napa Vine
 Trail Extension Project

Job Number 11110635
 Revision
 Date October 2018

Vicinity Map

Figure 1

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(4)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE DEVLIN ROAD AND NAPA
VALLEY VINE TRAIL EXTENSION PROJECT (RESOLUTION E-19-31)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Devlin Road and Napa Valley Vine Trail Extension Project (Project) in Napa County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of American Canyon (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail.

On January 15, 2019, the American Canyon City Council adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological resources, and cultural resources. Mitigation measures include, but are not limited to: comply with fugitive dust suppression requirements as specified by the Bay Area Air Quality Management District, conduct wet season sampling to protect the Vernal Pool Fairy Shrimp, and employ a qualified paleontologist to recommend salvage and recovery strategies if vertebrate fossils are encountered.

On February 5, 2019, 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 \$9,871,000 and is fully funded with Local Funds (\$5,423,000) and State Transportation Improvement Program Funds (\$4,448,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-31
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
4 – Napa County
Resolution E-19-31

- 1.1 WHEREAS,** the City of American Canyon (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Devlin Road and Napa Valley Vine Trail Extension Project (Project) in Napa County; and
- 1.2 WHEREAS,** the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located between Green Island Road Industrial Area and the Napa County Airport Industrial Area; and
- 1.4 WHEREAS,** the Project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail; and
- 1.5 WHEREAS,** on January 15, 2019, the American Canyon City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS,** on January 15, 2019, the American Canyon City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** on February 5, 2019, 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; and
- 1.8 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Devlin Road and Napa Valley Vine Trail Extension Project
Project Title

2018122031	Ronald Ranada	(707) 647-4559
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located between Green Island Road Industrial Area and the Napa County Airport Industrial Area in Napa County.

Project Description: The project will construct a 0.58-mile extension to Devlin Road, including the installation of municipal utilities and a segment of the Napa Valley Vine Trail.

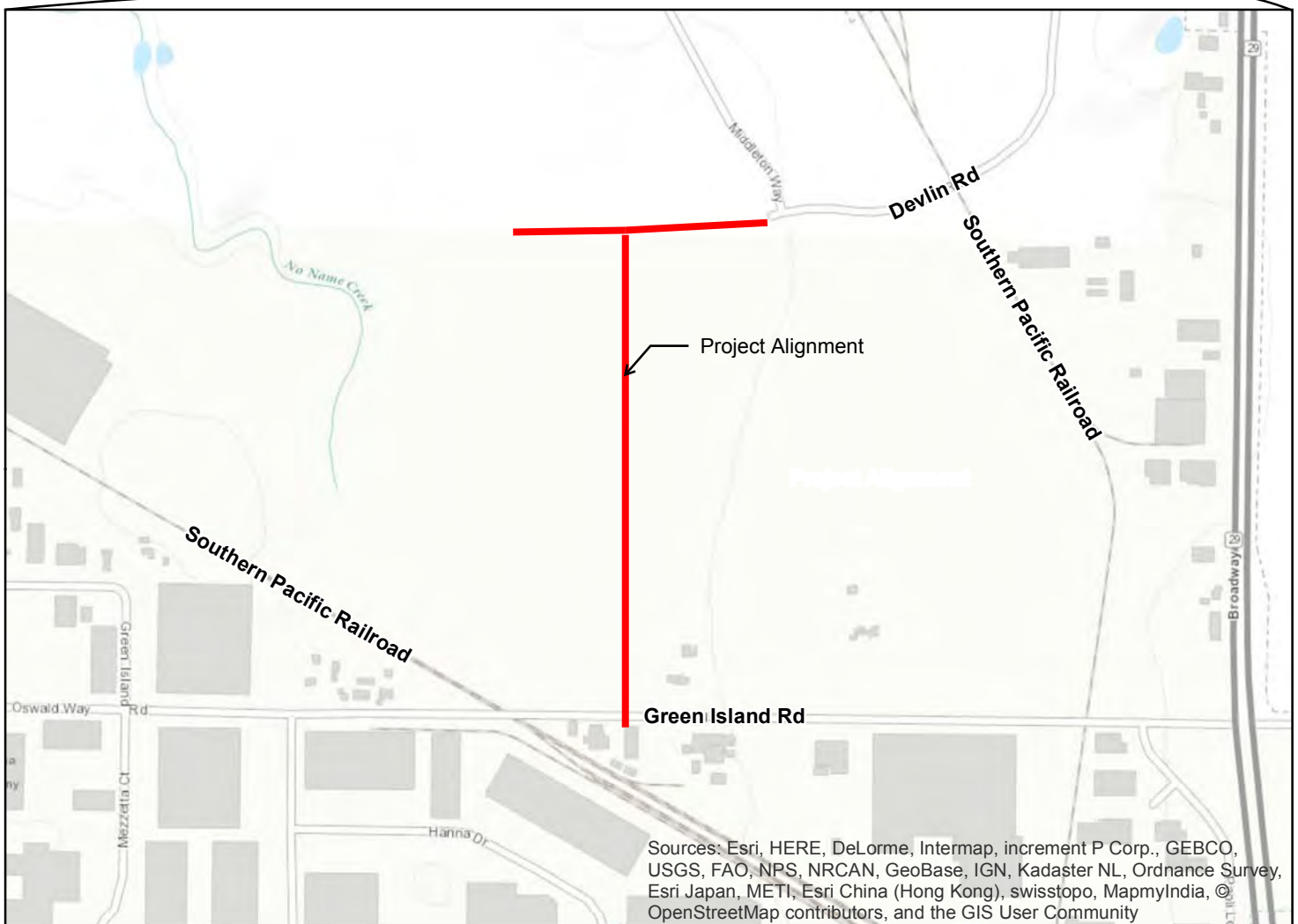
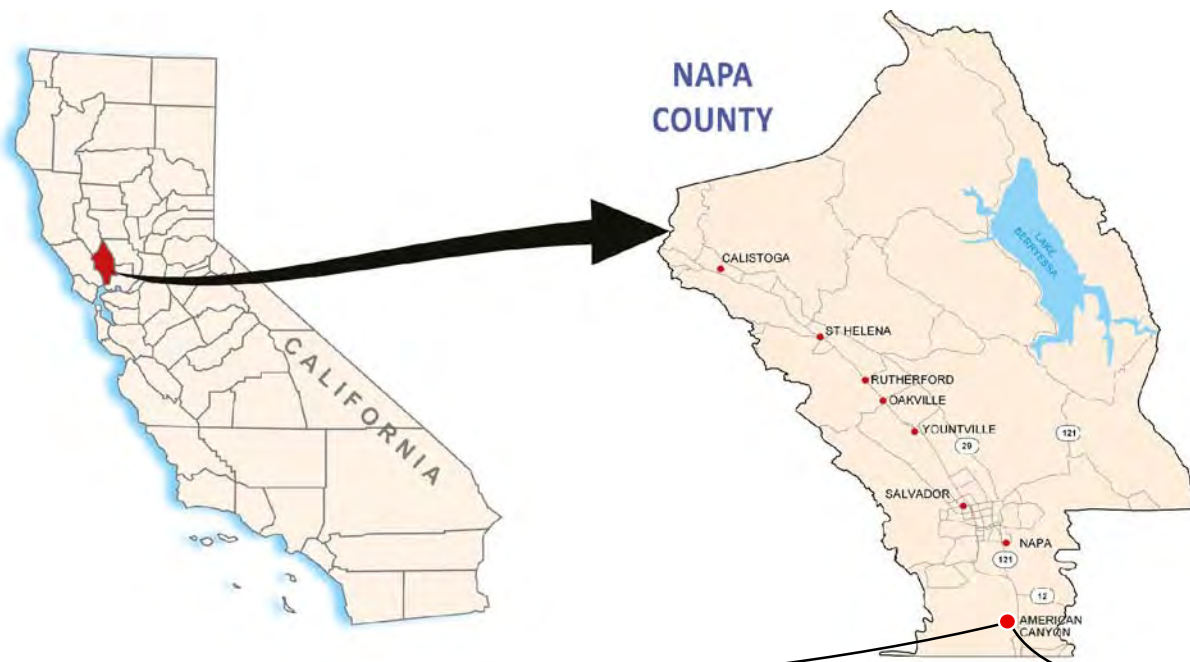
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were/ **X** were not) made pursuant to the provisions of CEQA.

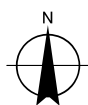
The above identified document with comments and responses and record of project approval is available to the General Public at: 4381 Broadway Street, Suite 201, American Canyon, CA 94503

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



Paper Size 8.5" x 11" (ANSI A)
 0 400 800 1,200
 Feet
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



Devlin Road and Napa Vine
 Trail Extension Project

Job Number 11110635
 Revision
 Date October 2018

Vicinity Map

Figure 1

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(5)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE SANTA ANA RIVER TRAIL
PHASE IV PROJECT (RESOLUTION E-19-32)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Santa Ana River Trail Phase IV Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The County of San Bernardino Department of Public Works is the California Environmental Quality Act lead agency for the Project. The Project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B.

On December 18, 2018, the San Bernardino County Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological, cultural, and tribal resources. Mitigation measures include, but are not limited to: conduct special-status plant surveys to ensure protection of the Woolly Star and the Spineflower prior to any ground disturbance activities, avoid construction work from February 15 through August 30 to protect the Coastal California Gnatcatcher breeding season, employ a qualified archaeologist if surface deposits are encountered to evaluate the significance of the findings, and prepare a Discovery and Monitoring Plan if historical resources are encountered for consultation with the San Manuel Band of Mission Indians, the Soboba Band of Mission Indians and the Morongo Band of Mission Indians.

On February 12, 2019, the County of San Bernardino Department of Public Works confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission in the Active Transportation Program. However, Commission staff has determined that the project scope of work set forth in the final environmental document, estimated to cost \$3,508,207, has been downsized from and is inconsistent with the scope of work programmed by the Commission in the Active Transportation Program. Commission staff has informed the County of San Bernardino Department of Public Works of this inconsistency and the implications to the project programmed in the Active Transportation Program.

The Project is estimated to cost \$3,508,207 and is fully funded with Active Transportation Program Funds (\$2,597,891) and Coastal Conservancy Funds (\$910,316).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-32
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
8 – San Bernardino County
Resolution E-19-32**

- 1.1 **WHEREAS**, the County of San Bernardino Department of Public Works has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Santa Ana River Trail Phase IV Project (Project) in San Bernardino County; and
- 1.2 **WHEREAS**, the County of San Bernardino Department of Public Works has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the west side of Orange Street and terminates on Judson Street in the City of Redlands; and
- 1.4 **WHEREAS**, the Project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B; and
- 1.5 **WHEREAS**, on December 18, 2018, the San Bernardino County Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on December 18, 2018, the San Bernardino County Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Santa Ana River Trail Phase IV Project
Project Title

	Michael Perry	(909) 387-8109
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the west side of Orange Street and terminates on Judson Street in the City of Redlands, San Bernardino County.

Project Description: The project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B.

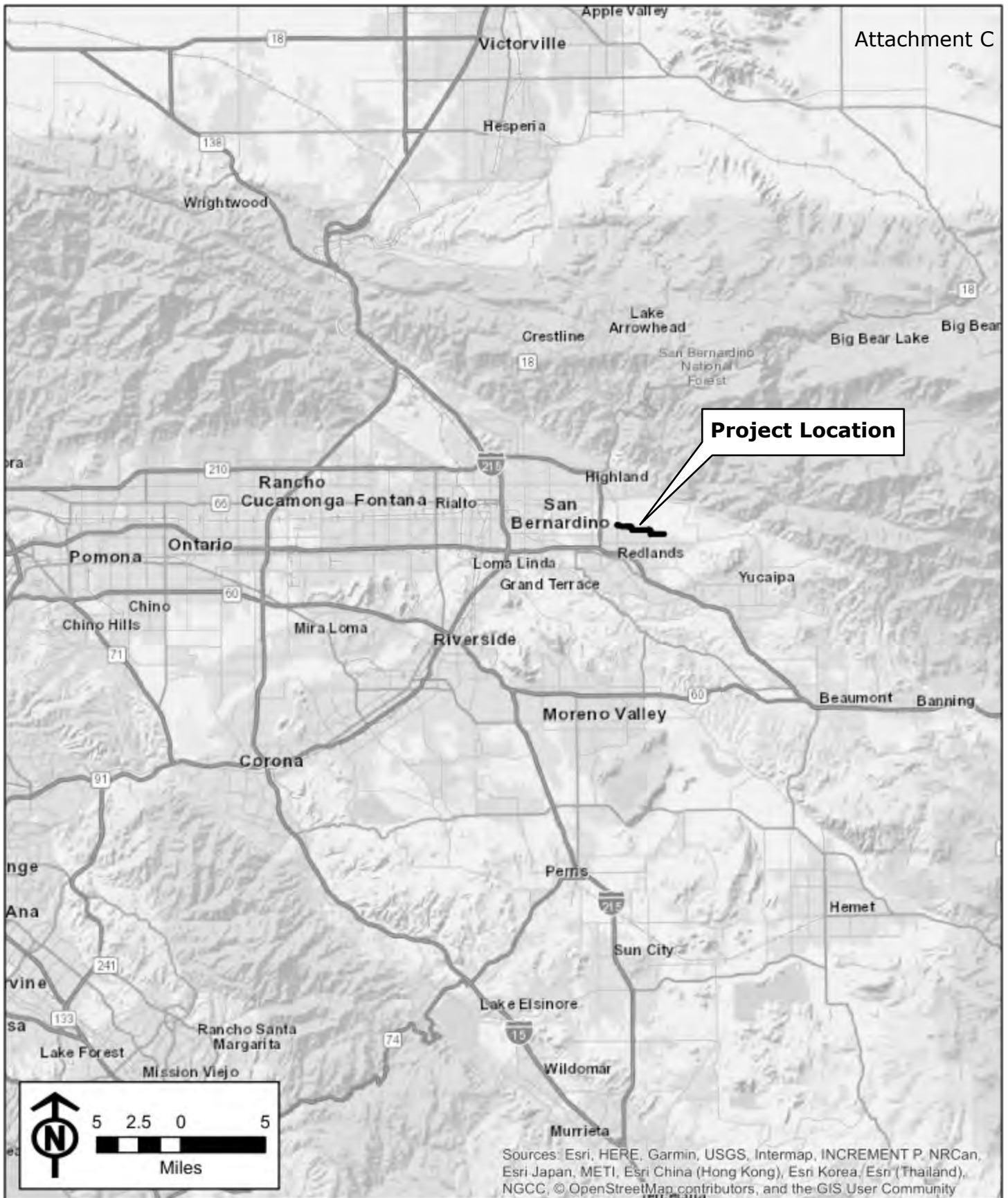
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (**X** were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 825 East Third Street, San Bernardino, CA 92414

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



REGIONAL LOCATION MAP

Santa Ana River Trail Phase IV, Reaches B and C
Redlands, California

Figure 1



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(5)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE SANTA ANA RIVER TRAIL
PHASE IV PROJECT (RESOLUTION E-19-32)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Santa Ana River Trail Phase IV Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The County of San Bernardino Department of Public Works is the California Environmental Quality Act lead agency for the Project. The Project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B.

On December 18, 2018, the San Bernardino County Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological, cultural, and tribal resources. Mitigation measures include, but are not limited to: conduct special-status plant surveys to ensure protection of the Woolly Star and the Spineflower prior to any ground disturbance activities, avoid construction work from February 15 through August 30 to protect the Coastal California Gnatcatcher breeding season, employ a qualified archaeologist if surface deposits are encountered to evaluate the significance of the findings, and prepare a Discovery and Monitoring Plan if historical resources are encountered for consultation with the San Manuel Band of Mission Indians, the Soboba Band of Mission Indians and the Morongo Band of Mission Indians.

On February 12, 2019, the County of San Bernardino Department of Public Works confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission in the Active Transportation Program. However, Commission staff has determined that the project scope of work set forth in the final environmental document, estimated to cost \$3,508,207, has been downsized from and is inconsistent with the scope of work programmed by the Commission in the Active Transportation Program. Commission staff has informed the County of San Bernardino Department of Public Works of this inconsistency and the implications to the project programmed in the Active Transportation Program.

The Project is estimated to cost \$3,508,207 and is fully funded with Active Transportation Program Funds (\$2,597,891) and Coastal Conservancy Funds (\$910,316).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-32
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
8 – San Bernardino County
Resolution E-19-32**

- 1.1 **WHEREAS**, the County of San Bernardino Department of Public Works has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Santa Ana River Trail Phase IV Project (Project) in San Bernardino County; and
- 1.2 **WHEREAS**, the County of San Bernardino Department of Public Works has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the west side of Orange Street and terminates on Judson Street in the City of Redlands; and
- 1.4 **WHEREAS**, the Project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B; and
- 1.5 **WHEREAS**, on December 18, 2018, the San Bernardino County Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on December 18, 2018, the San Bernardino County Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Santa Ana River Trail Phase IV Project
Project Title

	Michael Perry	(909) 387-8109
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the west side of Orange Street and terminates on Judson Street in the City of Redlands, San Bernardino County.

Project Description: The project will construct a 3.3-mile long section of the Santa Ana River Trail on the southern banks of the Santa Ana River and will complete trail section B.

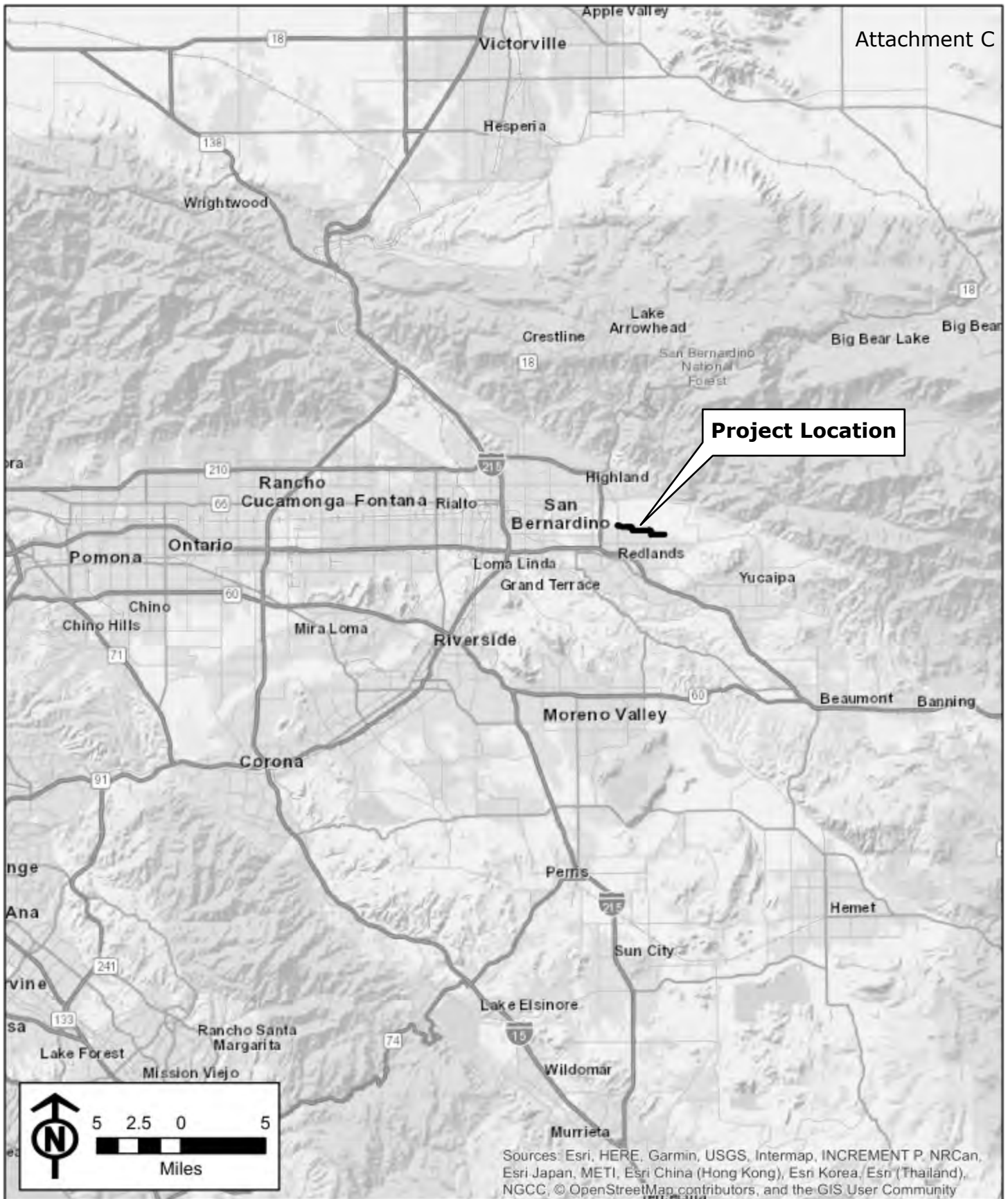
This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (**X** were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 825 East Third Street, San Bernardino, CA 92414

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:



REGIONAL LOCATION MAP

Santa Ana River Trail Phase IV, Reaches B and C
Redlands, California

Figure 1



Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(7)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE HOT SPRINGS ROAD
RECONSTRUCTION PROJECT (RESOLUTION E-19-34)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Hot Springs Road Reconstruction Project (Project) in Alpine County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

Alpine County is the California Environmental Quality Act lead agency for the Project. The Project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders.

On January 3, 2019, the Alpine County Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological and cultural resources. Mitigation measures include, but are not limited to: conduct Worker Environmental Awareness Training before construction commences to inform construction personnel regarding special-status species and sensitive habitats, perform pre-construction surveys to minimize disturbances to the Western Bumble Bee hives/nests, and employ a qualified archaeologist if artifacts or bead remnants are discovered.

On February 12, 2019, Alpine County 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 \$12,510,000 and is fully funded with State Transportation Improvement Program Funds (\$4,017,000) and Federal Land Access Program Funds (\$8,493,000).

Construction is estimated to begin in Fiscal Year 2021-22.

Attachments:

- A. Resolution E-19-34
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10 – Alpine County
Resolution E-19-34

- 1.1 WHEREAS,** Alpine County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Hot Springs Road Reconstruction Project (Project) in Alpine County; and
- 1.2 WHEREAS,** Alpine County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located 740-feet west of the State Route 89 and Montgomery Street Intersection in Markleeville; and
- 1.4 WHEREAS,** the Project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders; and
- 1.5 WHEREAS,** on January 3, 2019, the Alpine County Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS,** on January 3, 2019, the Alpine County Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** on February 12, 2019, Alpine County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Hot Springs Road Reconstruction Project
Project Title

2018112019	Brian Peters	(530) 694-1361
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located 740-feet west of the State Route 89 and Montgomery Street Intersection in Markleeville, Alpine County.

Project Description: The project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders.

This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (**X** were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 50 Diamond Valley Road, Markleeville, CA 96120

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

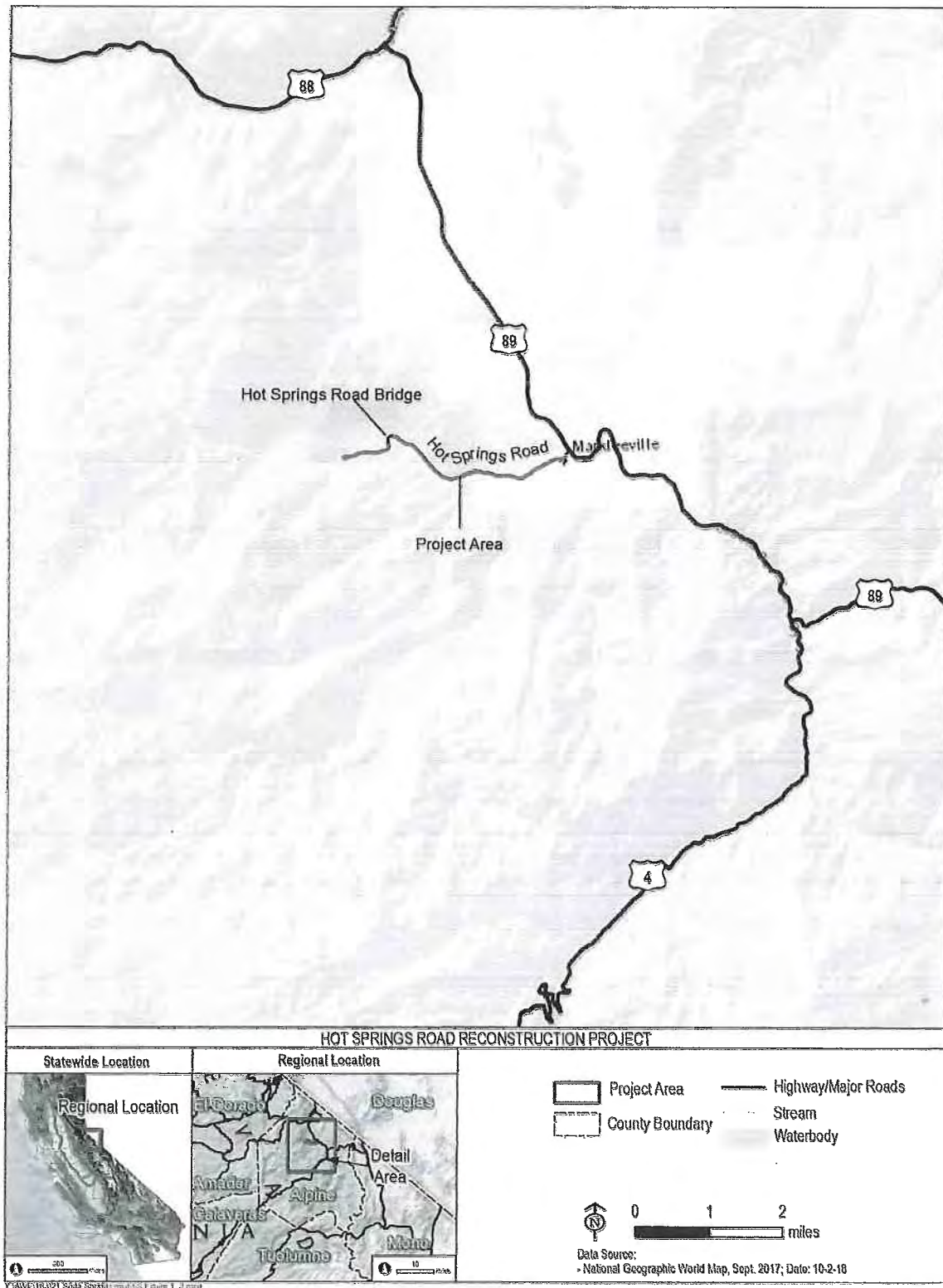


Figure 1. Project Vicinity

Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(7)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –
MITIGATED NEGATIVE DECLARATION FOR THE HOT SPRINGS ROAD
RECONSTRUCTION PROJECT (RESOLUTION E-19-34)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Hot Springs Road Reconstruction Project (Project) in Alpine County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

Alpine County is the California Environmental Quality Act lead agency for the Project. The Project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders.

On January 3, 2019, the Alpine County Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological and cultural resources. Mitigation measures include, but are not limited to: conduct Worker Environmental Awareness Training before construction commences to inform construction personnel regarding special-status species and sensitive habitats, perform pre-construction surveys to minimize disturbances to the Western Bumble Bee hives/nests, and employ a qualified archaeologist if artifacts or bead remnants are discovered.

On February 12, 2019, Alpine County 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 \$12,510,000 and is fully funded with State Transportation Improvement Program Funds (\$4,017,000) and Federal Land Access Program Funds (\$8,493,000).

Construction is estimated to begin in Fiscal Year 2021-22.

Attachments:

- A. Resolution E-19-34
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10 – Alpine County
Resolution E-19-34

- 1.1 WHEREAS,** Alpine County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Hot Springs Road Reconstruction Project (Project) in Alpine County; and
- 1.2 WHEREAS,** Alpine County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS,** the Project is located 740-feet west of the State Route 89 and Montgomery Street Intersection in Markleeville; and
- 1.4 WHEREAS,** the Project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders; and
- 1.5 WHEREAS,** on January 3, 2019, the Alpine County Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS,** on January 3, 2019, the Alpine County Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS,** on February 12, 2019, Alpine County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Hot Springs Road Reconstruction Project
Project Title

2018112019	Brian Peters	(530) 694-1361
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located 740-feet west of the State Route 89 and Montgomery Street Intersection in Markleeville, Alpine County.

Project Description: The project will reconstruct Hot Springs Road, including roadway modifications that will add 11-foot wide lanes with 5-foot paved shoulders.

This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (**X** were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 50 Diamond Valley Road, Markleeville, CA 96120

SUSAN BRANSEN		Executive Director
<i>Signature (Public Agency)</i>	<i>Date</i>	California Transportation Commission
		<i>Title</i>

Date received for filing at OPR:

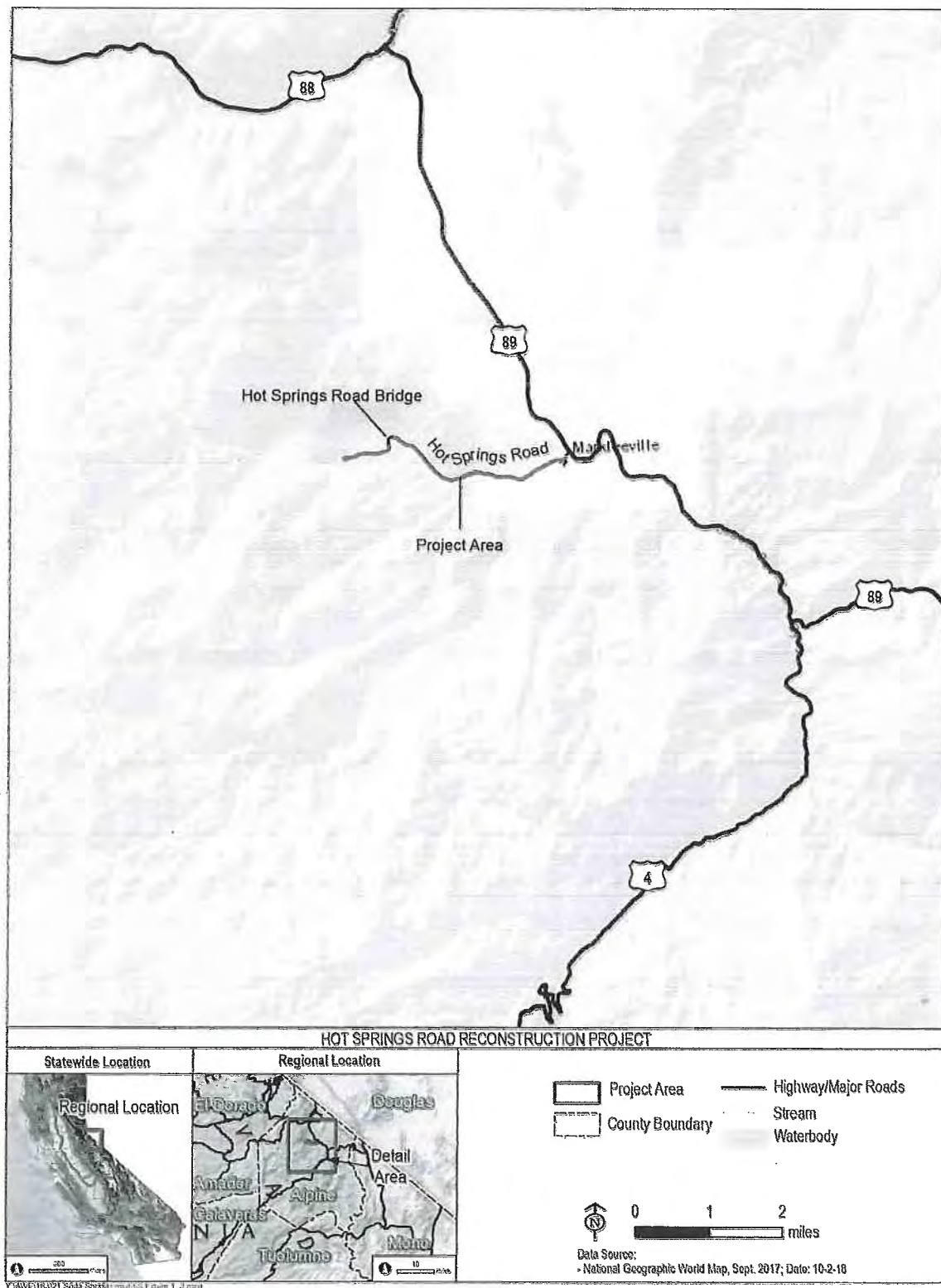


Figure 1. Project Vicinity

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.4b.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21695 through C-21703 summarized on the following pages.

BACKGROUND:

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

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

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

The only remaining issues with the property owners are related to compensation.

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal, and where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21695 - Robert Thomas Piccolotti, an unmarried man

03-Nev-174-PM 2.83 - Parcel 36705-1, 2 - EA 4F3709.

Right of Way Certification (RWC) Date: 03/18/19; Ready to List (RTL) Date: 04/01/19.

Conventional highway - realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, and underlying fee. Located in the unincorporated area of Nevada County at 17733 Oak Way, Grass Valley. Assessor's Parcel Number (APN) 028-060-015.

C-21696 - Rick S. Bossi and Terri J. Bossi, husband and wife, as joint tenants

03-Nev-174-PM 2.93 - Parcel 36706-1, 2 - EA 4F3709.

RWC Date: 03/18/19; RTL Date: 04/01/19. Conventional highway - realign roadway curves.

Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, and underlying fee. Located in the unincorporated area of Nevada County at 17286 Colfax Highway, Grass Valley. APN 028-060-001.

C-21697 - Richard D. Shaddeau and Maria T. Dicintio, husband and wife, as community property with right of survivorship

03-Nev-174-PM 3.4 - Parcel 36744-1, 2, 3 - EA 4F3709.

RWC Date: 03/18/19; RTL Date: 04/01/19. Conventional highway - realign roadway curves.

Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, a permanent easement for drainage, and underlying fee. Located in the unincorporated area of Nevada County at 16691 Highway 174, Grass Valley. APN 12-261-48.

C-21698 - Rick S. Bossi and Terri J. Bossi, husband and wife, as joint tenants

03-Nev-174-PM 2.93 - Parcel 36964-1, 2, 3 - EA 4F3709.

RWC Date: 03/18/19; RTL Date: 04/01/19. Conventional highway - realign roadway curves.

Authorizes condemnation of land in fee for a State highway, two temporary easements for highway construction, and underlying fee. Located in the unincorporated area of Nevada County at 17285 Colfax Highway, Grass Valley. APN 028-060-033.

C-21699 - Kazuko Kurasaki, a Widow, as to an undivided 1/2 interest and Kazuko Kurasaki, trustee of the John S. Kurasaki and Kazuko Kurasaki 1980 Trusts, as to an undivided 1/2 interest

05-SBt-156-PM 3.80 - Parcel 11133-1, 2 - EA 344909.

RWC Date: 10/07/19; RTL Date: 12/12/19. Expressway - widening of State Route (SR) 156 from two lanes to four lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, easement for Utility purposes to be conveyed to Pacific Gas and Electric (PG & E) and AT&T, and underlying fee. Located in the unincorporated area of the County of San Benito near city the of Hollister. APN 002-550-005.

C-21700 - Timus Taylor Family Limited Partnership, a California Limited Partnership, which acquired title as Timus Taylor Family Limited Partnership

05-SBt-156-PM 5.3 - Parcel 11138-1, 2, 3, 4, 5 - EA 344909.

RWC Date: 10/07/19; RTL Date: 12/12/19. Expressway - widening of SR 156 from two lanes to four lanes. Authorizes condemnation of land in fee for a State Highway, extinguishment of abutter's rights of access, a temporary easement for PG&E to perform gas line relocation work, a permanent easement for access, easements for Utility purposes to be conveyed to PG&E, and underlying fee. Located in the unincorporated area of the County of San Benito near the city of Hollister. APNs 018-180-004, 005, 006, 007.

C-21701 - Patricia I. Perry, Douglas J. Perry and Diana P. Guerra, as Co-Trustees of the Joseph and Patricia Perry Living Trust dated June 24, 1997

05-SBt-156-PM 7.8 - Parcel 11146-1, 2 - EA 344909.

RWC Date: 10/07/19; RTL Date: 12/12/19. Expressway - widening of SR 156 from two lanes to four lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary construction easement for construction purposes and underlying fee. Located in the unincorporated area of the County of San Benito near the city of Hollister. APN 018-110-012.

C-21702 - Joseph Simas Jr. and Marylou Simas, husband and wife, as Community Property

06-Tul-99-PM 33.7 - Parcel 86911-1 - EA 360249.

RWC Date: 11/01/19; RTL Date: 11/01/19. Freeway - widening of SR 99 from four lanes to six lanes. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the city of Tulare at 9555 Avenue 264. APNs 149-010-04, -15.

C-21703 - Lamar Central Outdoor, LLC, successor in interest to Adams Advertising, Inc., a California Corporation

08-SBd-215-PM 2.67 - Parcel 24575-1 - EA 1F7309.

RWC Date: 01/21/20; RTL Date: 02/03/20. Freeway - Replace Overcrossing. Authorizes condemnation of land in fee for a State highway. Located in the city of Colton at the Washington Street Overcrossing and Interstate 215. APN Not Applicable.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21695

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 2.83 PARCEL 36705-1, 2
OWNER: Robert Thomas Piccolotti, an unmarried man

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

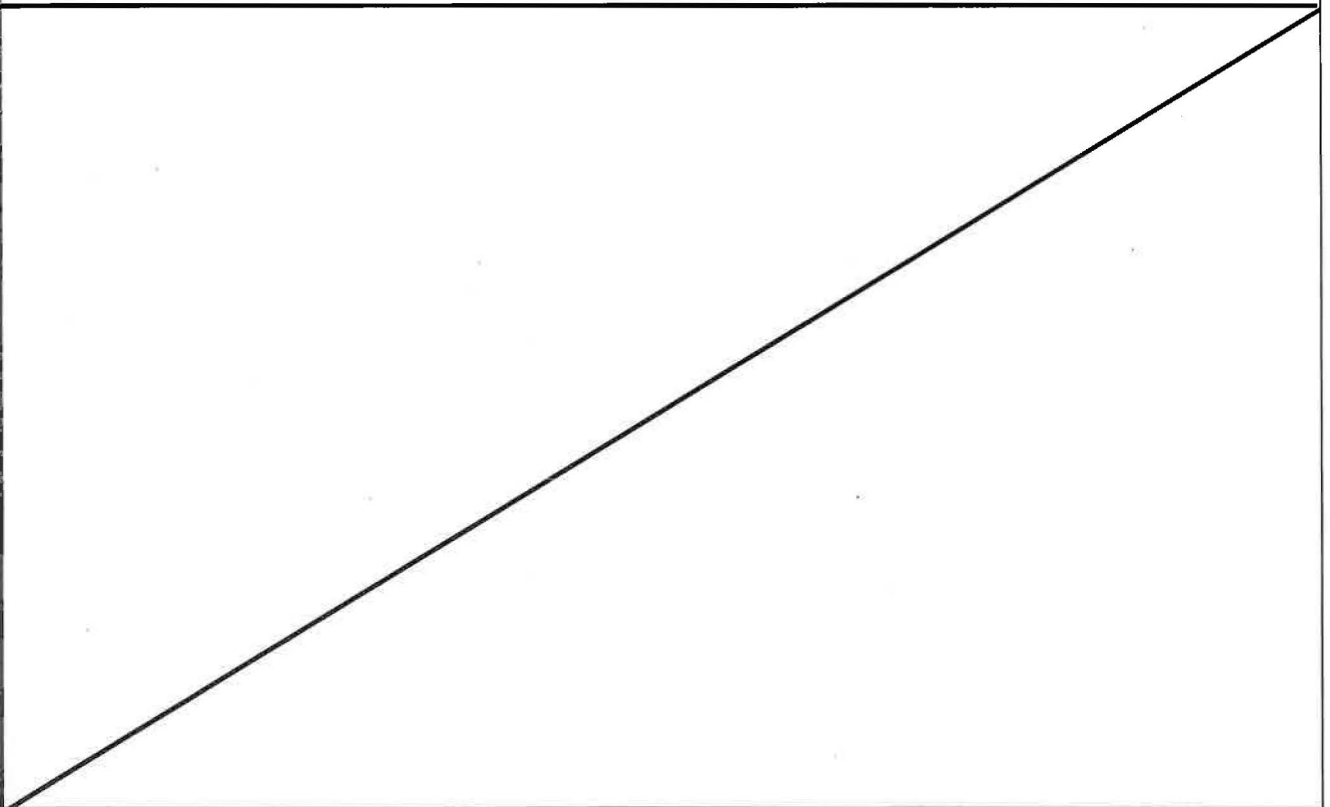
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of
2 Transportation be and said Department is hereby authorized and
3 empowered;

4 To acquire, in the name of the People of the State of
5 California, in fee simple absolute, unless a lesser estate is
6 hereinafter expressly described, the said hereinafter described
7 real property, or interests in real property, by condemnation
8 proceeding or proceedings in accordance with the provisions of the
9 Streets and Highways Code, Code of Civil Procedure and of the
10 Constitution of California relating to eminent domain;

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Nevada, State of California,
14 Highway 03-Nev-174 and described as follows:



PARCEL 036705-1:

For State Highway purposes that portion of the Southeast Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Robert Thomas Piccolotti by that certain Grant Deed recorded January 20, 2017, in Document No. 20170001521, Official Records of Nevada County, said portion is all that part lying southwesterly of the following described line:

Beginning at a point on the northeasterly right of way line of State Highway 174, said point bears S 28°43'10" E, 0.20 feet from a found 1" open iron pipe purportedly marking the southwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Lars J. and Vesta A. Wold in April 1981 and filed in Book 8 of Surveys at Page 107 in the Office of the County Recorder of the County of Nevada, State of California on July 27, 1981;

- (1) Thence along said northeasterly right of way line N 30°39'20" W 136.18 feet to a point thereon;
- (2) Thence leaving said northeasterly right of way line N 15°50'15" E 1.97 feet;
- (3) Thence N 27°25'22" W 115.07 feet;
- (4) Thence N 34°15'28" W 87.11 feet;
- (5) Thence N 35°02'09" W 81.91 feet;
- (6) Thence N39°26'27" W 118.28 feet;
- (7) Thence N 41°45'57" W 225.75 feet;
- (8) Thence N 37°21'32" W 105.60 feet;
- (9) Thence N 34°46'42" W 125.16 feet;
- (10) Thence N 31°40'27" W 247.78 feet to a point that bears N 06°03'48" W 9.09 feet from a found 1" iron pipe with tag RCE 9927, near the southwesterly corner of Parcel "C" as said parcel is shown on Parcel Map 80-37, dated October 1980 and filed in Book 15 of Parcel Maps at Page 120 in the Office of the County Recorder of the County of Nevada, State of California on November 12, 1981 and being the end of this described line.

PARCEL 036705-2:

A temporary easement for construction purposes over that portion of the Southeast Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Robert Thomas Piccolotti by that certain Grant Deed recorded January 20, 2017, in Document No. 20170001521, Official Records of Nevada County, more particularly described as follows:

Commencing at a point on the northeasterly right of way line of State Highway 174, said point bears S 28°43'10" E, 0.20 feet from a found 1" open iron pipe purportedly marking the southwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Lars J. and Vesta A. Wold in April 1981 and filed in Book 8 of Surveys at Page 107 in the Office of the County Recorder of the County of Nevada, State of California on July 27, 1981;

- (1) Thence along said northeasterly right of way line N 30°39'20" W 136.18 feet;
- (2) Thence leaving said northeasterly right of way line N 15°50'15" E 1.97 feet;
to the **Point of Beginning**;
- (3) Thence N 15° 50' 15" E 14.50 feet;
- (4) Thence N 28° 21' 19" W 96.91 feet;
- (5) Thence N 32° 41' 53" W 95.73 feet;
- (6) Thence N 35° 02' 27" W 82.40;
- (7) Thence N 39° 26' 14" W 118.86 feet;
- (8) Thence N 41° 45' 57" W 124.83 feet to a point on the northwesterly line of said lands of Piccolotti;
- (9) Thence along said northwesterly line S 0° 57' 43" W 14.74 feet to a point thereon;
- (10) Thence leaving said northwesterly line S 41° 45' 57" E 113.80 feet;
- (11) Thence S 39° 26' 27" E 118.28 feet;
- (12) Thence S 35° 02' 09" E 81.91 feet;
- (13) Thence S 34° 15' 28" E 87.11 feet;
- (14) Thence S 27° 25' 22" E 115.07 feet to the **Point of Beginning**.

PARCEL 036705-2 CONTINUED:

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by STATE upon notice to OWNER.

AS TO PARCELS 036705-1 AND 036705-2:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21696

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 2.93 PARCEL 36706-1, 2
OWNER: Rick S. Bossi and Terri J. Bossi, husband and wife,
as joint tenants

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

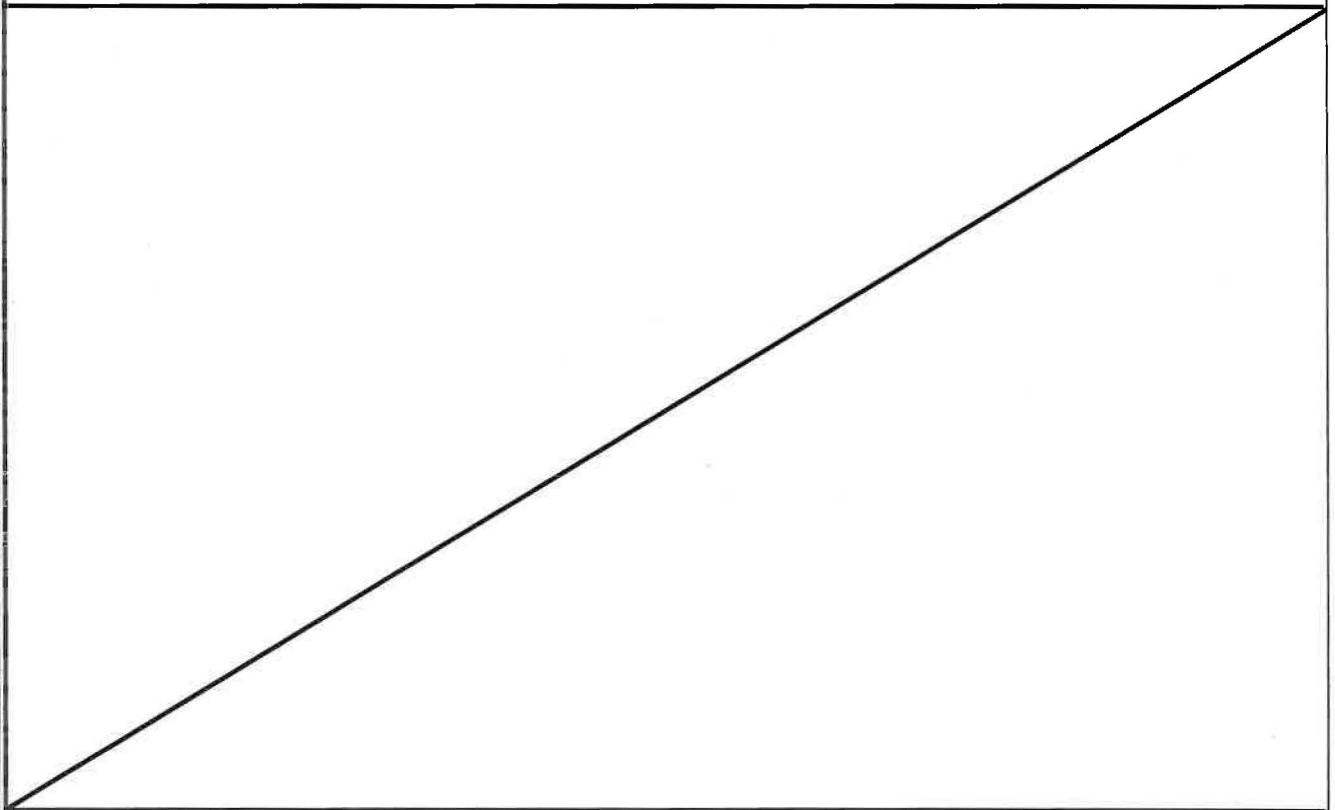
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of
2 Transportation be and said Department is hereby authorized and
3 empowered;

4 To acquire, in the name of the People of the State of
5 California, in fee simple absolute, unless a lesser estate is
6 hereinafter expressly described, the said hereinafter described
7 real property, or interests in real property, by condemnation
8 proceeding or proceedings in accordance with the provisions of the
9 Streets and Highways Code, Code of Civil Procedure and of the
10 Constitution of California relating to eminent domain;

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Nevada, State of California,
14 Highway 03-Nev-174 and described as follows:



PARCEL 036706-1:

For State Highway purposes that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, said portion lying southwesterly of the following described line:

Beginning at a point on the northeasterly right of way line of State Highway 174, said point bears S 28°43'10" E, 0.20 feet from a found 1" open iron pipe purportedly marking the southwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Lars J. and Vesta A. Wold in April 1981 and filed in Book 8 of Surveys at Page 107 in the Office of the County Recorder of the County of Nevada, State of California on July 27, 1981;

- (1) Thence along said northeasterly right of way line N 30°39'20" W 136.18 feet to a point thereon;
- (2) Thence leaving said northeasterly right of way line N 15°50'15" E 1.97 feet;
- (3) Thence N 27°25'22" W 115.07 feet;
- (4) Thence N 34°15'28" W 87.11 feet;
- (5) Thence N 35°02'09" W 81.91 feet;
- (6) Thence N39°26'27" W 118.28 feet;
- (7) Thence N 41°45'57" W 225.75 feet;
- (8) Thence N 37°21'32" W 105.60 feet;
- (9) Thence N 34°46'42" W 125.16 feet;
- (10) Thence N 31°40'27" W 247.78 feet to a point that bears N 06°03'48" W 9.09 feet from a found 1" iron pipe with tag RCE 9927, near the southwesterly corner of Parcel "C" as said parcel is shown on Parcel Map 80-37, dated October 1980 and filed in Book 15 of Parcel Maps at Page 120 in the Office of the County Recorder of the County of Nevada, State of California on November 12, 1981 and being the end of this described line.

PARCEL 036706-2:

A temporary easement for construction purposes over that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point on the northeasterly side of State Highway 174, said point bears S 05° 18' 31" W 0.96 feet from a found 3/4" open iron pipe near the southerly corner of that certain parcel of land lying on the northeasterly side of said highway as shown upon that certain Record of Survey for Carl Leuteneker in March 1971 and filed in Book 4 of Surveys at page 164 in the Office of the County Recorder of the County of Nevada, State of California on September 1, 1971;

- (1) Thence N 41° 45' 57" W 111.94 feet;
- (2) Thence N 37° 21' 32" W 105.60 feet;
- (3) Thence N 34° 46' 42" W 125.16 feet;
- (4) Thence N 31° 40' 27" W 237.37 feet to a point on the northerly line of Bossi;
- (5) Thence along said northerly line N 89° 52' 12" E 11.73 feet to a point thereon;
- (6) Thence leaving said northerly line S 31° 40' 27" E 157.32 feet;
- (7) Thence N 84° 10' 48" E 29.46 feet;
- (8) Thence S 28° 44' 05" E 29.18 feet;
- (9) Thence S 58° 05' 58" W 15.13 feet;
- (10) Thence S 33° 33' 28" W 12.46 feet;
- (11) Thence S 34° 46' 42" E 151.07 feet;
- (12) Thence S 37° 21' 32" E 104.99 feet;
- (13) Thence S 41° 45' 57" E 100.73 feet to a point on the easterly line of Bossi;
- (14) Thence along said easterly line S 00° 57' 43" W 14.74 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

AS TO PARCELS 036706-1 AND 036706-2:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21697

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN

HIGHWAY 03-Nev-174-PM 3.4 PARCEL 36744-1, 2, 3

OWNER: Richard D. Shaddeau and Maria T. Dicintio, husband and wife,
as community property with right of survivorship

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

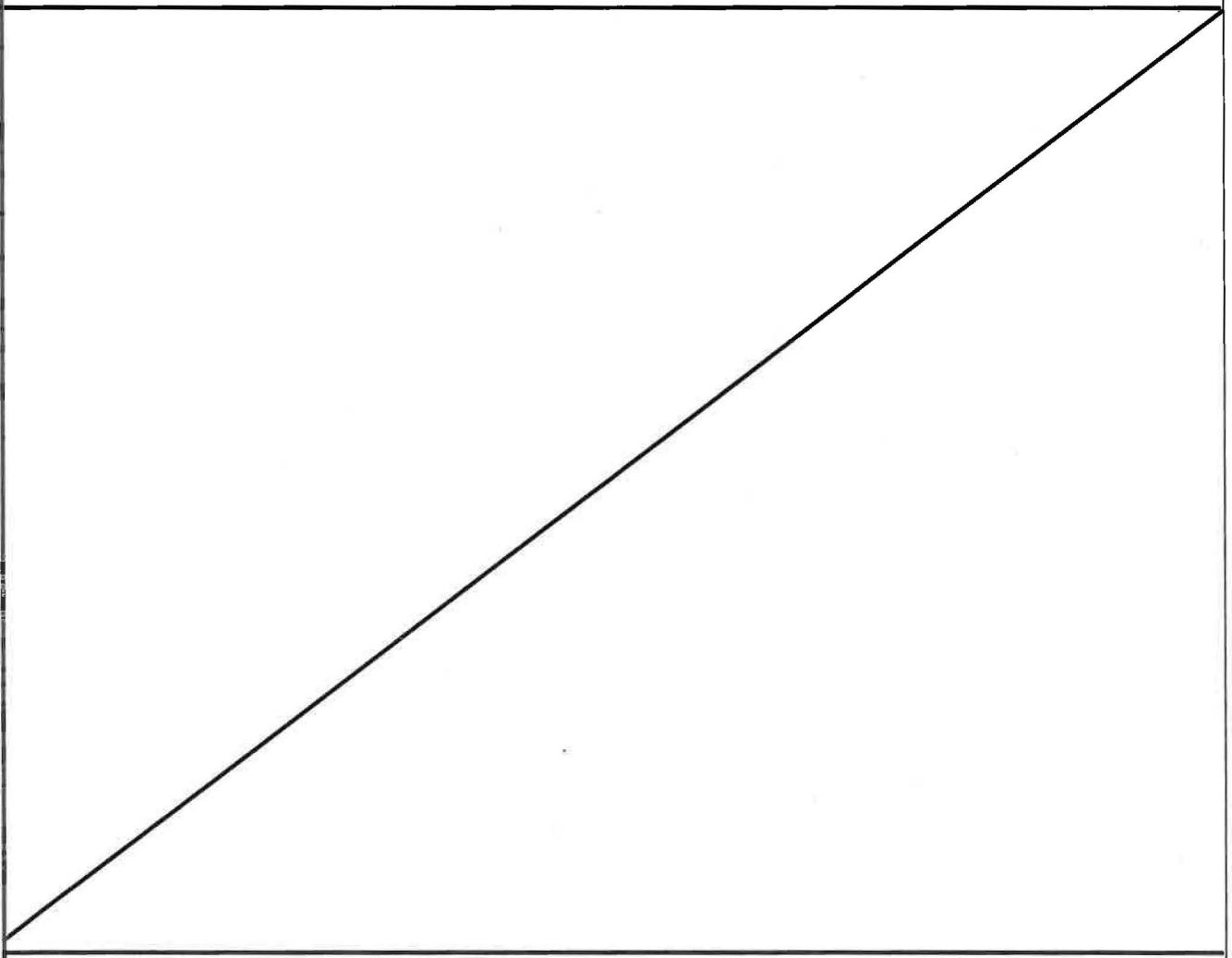
RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

1 To acquire, in the name of the People of the State of
2 California, in fee simple absolute, unless a lesser estate is
3 hereinafter expressly described, the said hereinafter described
4 real property, or interests in real property, by condemnation
5 proceeding or proceedings in accordance with the provisions of the
6 Streets and Highways Code, Code of Civil Procedure and of the
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Nevada, State of California,
11 Highway 03-Nev-174 and described as follows:



PARCEL 036744-1:

For State Highway purposes, that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County. Said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, said portion lying northeasterly of the following described line;

Beginning at point on the westerly side of State Highway 174. Said point bears S 12°49'36" E 73.43 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart L.S. 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on that certain map "Record of Survey Being A Por. of Lot 9 of The White Ranch Bk.1 of Sub. Pg. 28" July 1980, recorded December 17, 1980 in Book 8 Record of Survey page 51 in the Office of the Nevada County Recorder;

- (1) Thence N 28°46'37" W 24.29 feet to a tangent curve to the right having a radius of 549.88 feet and a central angle of 18°01'09";
- (2) Thence along said curve 172.93 feet to a point of tangency;
- (3) Thence N 10°45'28" W 18.93 feet;
- (4) Thence N 12°40'57" W 136.49 feet;
- (5) Thence N 07°56'14" W 74.93 feet to a tangent curve to the right having a radius of 549.88 feet and a central angle of 19°41'43";
- (6) Thence along said curve 189.02 feet to a point of tangency;
- (7) Thence N 11°45'29" E 25.76 feet;
- (8) Thence N 19°40'05" E 61.03 feet to a tangent curve to the right having a radius of 299.94 feet and a central angle of 12°07'36";
- (9) Thence along said curve 63.48 feet to a point of tangency;
- (10) Thence N 31°47'41" E 269.62 feet to a tangent curve to the left having a radius of 579.88 feet and a central angle of 13°59'13";
- (11) Thence along said curve 141.56 feet to a point of tangency;
- (12) Thence N 17°48'28" E 105.01 feet;

036744-1 CONTINUED:

- (13) Thence N 17°39'18" E 209.54 feet to a point on said westerly side of said highway. Said point bears N 12°06'51" E 58.93 feet from a found 1/2 "open iron pipe near the southeasterly corner Parcel "C" of that certain parcel of land as shown on the Parcel Map dated October 1973 and filed in Book 6 of Parcel Maps Page 99 on November 16, 1973 in the Office of the County Recorder of the County of Nevada, State of California and being the end of this described line.

PARCEL 036744-2:

A temporary easement for construction purposes over that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County, California. Said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, said portion lying northeasterly of the following described line;

Beginning at a point on the southerly line of said Shaddeau and Dicintio premises, said point bears S 57° 10' 32" W 18.38 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart L.S. 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on that certain map "Record of Survey Being A Por. of Lot 9 of The White Ranch Bk.1 of Sub. Pg. 28" July 1980, recorded December 17, 1980 in Book 8 Record of Survey page 51 in the office of the Nevada County Recorder.

1. Thence southwesterly along said southerly line S 55° 05' 14" W 10.18 feet to a point thereon, said point being the point of curvature for a non-tangent curve to the right having a radial bearing of S 65° 43' 26" W, a radius of 560.00 feet and a central angle of 13° 31' 05";
2. Thence leaving said southerly line along said curve 132.12 feet to a point of tangency;
3. Thence N 10° 45' 28" W 18.75 feet;
4. Thence N 12° 40' 57" W 136.74' feet;
5. Thence N 07° 56' 14" W 75.35 feet to a point of curvature for a tangent curve to the right having a radius of 560.00 feet and a central angle of 19° 41' 44";
6. Thence along said curve 192.50 feet to a point of tangency;
7. Thence N 11° 45' 29" E 26.36 feet;

036744-2 CONTINUED:

8. Thence N 19° 40' 05" E 61.75 feet to the point of curvature for a tangent curve to the right having a radius of 310.00 feet and a central angle of 12° 07' 36";
9. Thence along said curve an arc length of 65.61 feet to a point of tangency;
10. Thence N 31° 47' 41" E 53.62 feet;
11. Thence N 55° 04' 50" W 60.75 feet;
12. Thence N 12° 20' 24" W 23.84 feet to a point on a westerly line of said premises, said point being the point of curvature for a non-tangent curve to the right having a radial bearing of N 48° 13' 57" W, a radius of 366.92 feet and a central angle of 12° 00' 53";
13. Thence along said westerly line along said curve an arc length of 12.90 feet to a point of tangency on said westerly line;
14. Thence continuing along said westerly line N 43° 46' 56" E 23.34 feet to a point on a northerly line of said premises;
15. Thence leaving said westerly line along said northerly line S 87° 22' 34" E 55.86 feet to a point thereon;
16. Thence leaving said northerly line along another northerly line S 71° 51' 31" E 21.80 feet to a point thereon;
17. Thence leaving said northerly line along another northerly line S 71° 51' 31" E 10.29 feet to a point thereon;
18. Thence leaving said northerly line S 31° 47' 41" W 144.34 feet to the point of curvature for a tangent curve to the left having a radius of 299.94 feet and a central angle of 12° 07' 36";
19. Thence along said curve an arc length of 63.48 feet to a point of tangency;
20. Thence S 19° 40' 05" W 61.03 feet;
21. Thence S 11° 45' 29" W 25.76 feet to the point of curvature for a tangent curve to the left having a radius of 549.88 feet and a central angle of 19° 41' 43";
22. Thence along said curve an arc length of 189.02 feet to a point of tangency;

036744-2 CONTINUED:

- 23. Thence S 07° 56' 14" E 74.93 feet;
- 24. Thence S 12° 40' 57" E 136.49 feet;
- 25. Thence S 10° 45' 28" E 18.93 feet to the point of curvature for a tangent curve to the left having a radius of 549.88 feet and a central angle of 13° 19' 24";
- 26. Thence along said curve an arc length of 127.87 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

036744-3:

An easement for drainage purposes over that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County, California, said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, described as follows;

Beginning at a point on the westerly line of said premises. Said point bears N 85°27'34" E 99.02 feet from a found 3/4" open iron pipe purportedly located at the northerly terminus of that certain course described as "S 06°11'30" W 88.81'" on the easterly side of Parcel B as shown on that certain Parcel Map dated April 1975 and recorded in the Nevada County Recorder's Office May 13, 1975 in Book 9 of Parcel Maps, at Page 111.

- (1) Thence S 11°45'29" W 4.13 feet to a point of curvature for a tangent curve to the left having a radius of 549.88 and a central angle of 01°43'11";
- (2) Thence along said curve 16.51 feet;
- (3) Thence leaving said curve N 64°43'49" W 10.36 feet;
- (4) Thence N 11°15'47" E 20.61 feet;
- (5) Thence S 64°43'49" E 10.29 feet to the **Point of Beginning**.

AS TO PARCELS 036744-1, 036744-2 AND 036744-3

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21698

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 2.93 PARCEL 36964-1, 2, 3
OWNER: Rick S. Bossi and Terri J. Bossi, husband and wife, as joint
Tenants

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

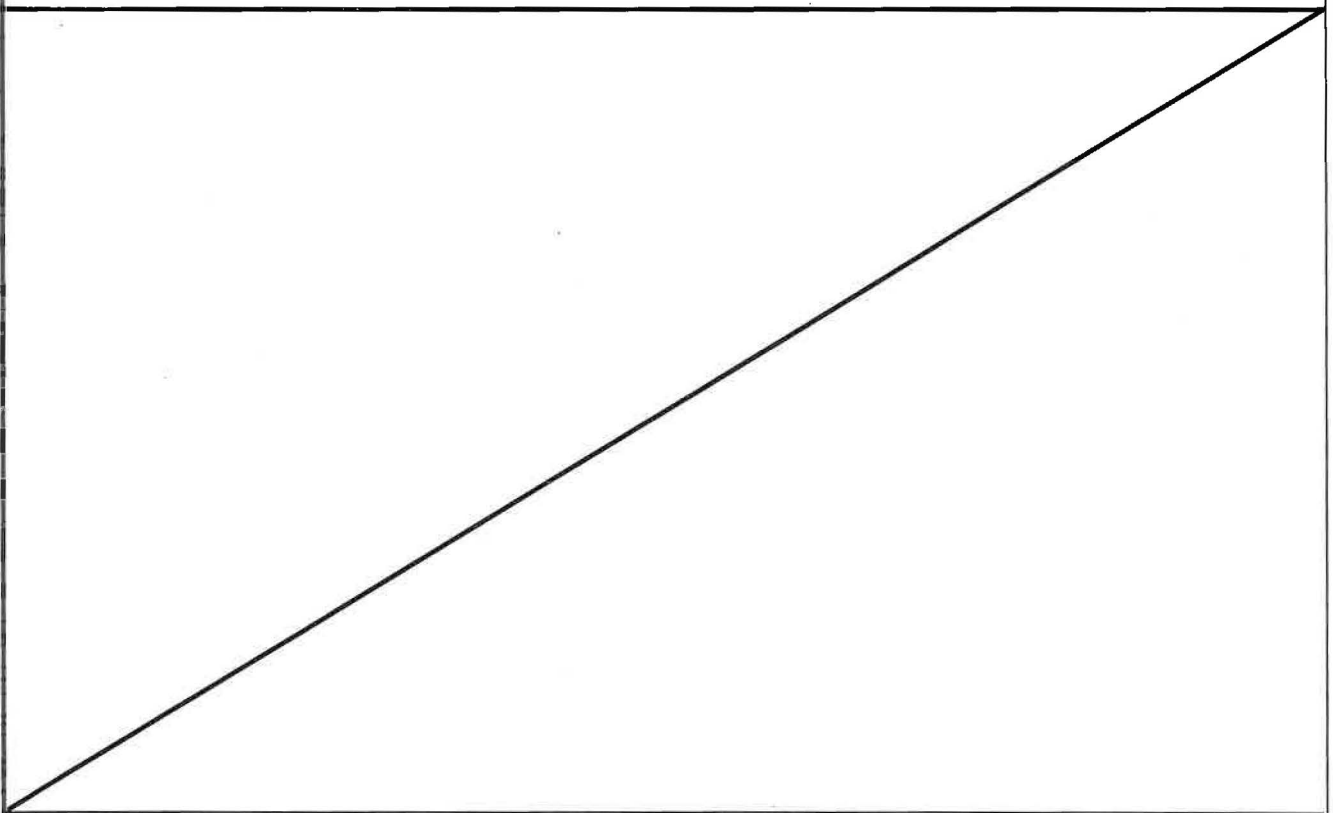
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of
2 Transportation be and said Department is hereby authorized and
3 empowered;

4 To acquire, in the name of the People of the State of
5 California, in fee simple absolute, unless a lesser estate is
6 hereinafter expressly described, the said hereinafter described
7 real property, or interests in real property, by condemnation
8 proceeding or proceedings in accordance with the provisions of the
9 Streets and Highways Code, Code of Civil Procedure and of the
10 Constitution of California relating to eminent domain;

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Nevada, State of California,
14 Highway 03-Nev-174 and described as follows:



PARCEL 036964-1:

For State Highway purposes that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, said portion lying northeasterly of the following described line:

Beginning at a point on the southwesterly side of State Highway 174, situate within the bounds of the former Nevada County Narrow Gauge Railroad Company Right of Way, said point bears S 82° 41' 03" E 137.78 feet from a found 3/4" rod, purportedly marking the northwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Victor Termine in July 1972 and filed in Book 5 of Surveys at page 30 in the Office of the County Recorder of the County of Nevada, State of California on August 22, 1973;

- (1) Thence N 38° 48' 19" W 96.58 feet;
- (2) Thence N42° 01' 27" W 69.22 feet;
- (3) Thence N 44° 17' 11" W 10.58 feet to a point of curvature with a non-tangent curve to the right having a radius of 1,029.78 feet to which point a radial line bears S 44° 51' 40" W;
- (4) Thence northwesterly along said curve through a central angle of 06° 37' 55", an arc distance of 119.20 feet to a point thereon;
- (5) Thence leaving said curve, N 60°00' 09" W 36.74 feet;
- (6) Thence N 41° 02' 26" W 127.54 feet;
- (7) Thence N 29° 21' 30" W 167.11 feet;
- (8) Thence N 30° 37' 19" W 154.75 feet;
- (9) Thence N 89° 52' 08" E 2.14 feet to a point on the southwesterly right of way line of State Highway 174;
- (10) Thence northwesterly along said southwesterly right of way line N 32° 05' 35" W 117.85 feet to a point thereon;
- (11) Thence leaving said right of way line N 29° 21' 04" W 53.40 feet;
- (12) Thence N 35° 39' 19" W 29.71 feet;

PARCEL 036964-1 CONTINUED:

- (13) Thence N 83° 10' 55" W 9.11 feet;
- (14) Thence N 36° 42' 25" W 20.94 feet;
- (15) Thence N 34° 22' 19" W 20.63 feet to a point of curvature with a tangent curve to the right having a radius of 174.96 feet;
- (16) Thence along said curve through a central angle of 17° 52' 46" an arc distance of 54.60 feet to a point of tangency;
- (17) Thence N 16° 29' 48" W 51.45 feet;
- (18) Thence N 09° 03' 05" W 22.34 feet;
- (19) Thence N 22° 34' 51" W 40.70 feet;
- (20) Thence N 12° 38' 27" W 46.64 feet;
- (21) Thence N 09° 24' 10" W 57.87 feet;
- (22) Thence N 05° 07' 41" W 179.63 feet to a point that bears N 08°01'02" W 99.23 feet from a found 5/8" rebar with tag RCE 9927, near the southeasterly corner of Parcel "B" as said parcel is shown on that certain Record of Survey dated January, 1983 and filed in Book 8 of Surveys Page 292 in the Office of the County Recorder of the County of Nevada, State of California on April 29, 1983 and being the end of this described line.

PARCEL 036964-2:

A temporary easement for construction purposes in and to that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point on the southwesterly right of way line of State Highway 174, said point bears N 00°50'16" E 137.61 feet from a found 3/4 "rod, purportedly marking the northwesterly corner of that certain parcel of land as shown on that certain Record of Survey made by Carlos T. McGuire for Victor Termine in July 1972 and filed in Book 5 of Surveys at Page 30 in the Office of the County Recorder of the County of Nevada, State of California on August 22, 1973;

PARCEL 036964-2 CONTINUED:

- (1) Thence N 00° 57' 44" E 10.45 feet to a point of curvature with a non-tangent curve to the right having a radius of 1,029.78 feet to which point a radial line bears S 46° 29' 07" W;
- (2) Thence northwesterly along said curve through a central angle of 05° 00' 28" an arc distance of 90.01 feet;
- (3) Thence N 60°00' 09" W 36.74 feet;
- (4) Thence N 41° 02' 26" W 127.54 feet;
- (5) Thence N 29° 21' 30" W 167.11 feet;
- (6) Thence N 30° 37' 19" W 154.75 feet;
- (6) Thence S 89° 52' 12" W 11.60 feet;
- (7) Thence S 30° 37' 19" E 160.63 feet;
- (8) Thence S 30° 46' 46 E 190.88 feet;
- (9) Thence S 41° 02' 26" E 106.84 feet;
- (10) Thence S 60° 00' 09" E 36.83 feet;
- (11) Thence S 42° 47' 19" E 96.04 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 036964-3:

A temporary easement for construction purposes in and to that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point that bears S 50 °38'11" E 35.42 feet from a found 1" iron pipe with plug L.S.4645 near the northwesterly corner of that certain parcel of land as shown on Parcel Map 88-24 for Ron Bossi in August 1988 and filed in Book 17 of Parcel Maps at Page 186 in the Office of the County Recorder of the County of Nevada, State of California on October 6, 1988

PARCEL 036964-3 CONTINUED:

- (1) Thence S 31° 54' 02" E 29.88 feet;
- (2) Thence N 85° 56' 34" W 5.75 feet;
- (3) Thence N 44° 24' 24" W 13.26 feet;
- (4) Thence N 02° 52' 15" W 15.51 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

AS TO PARCELS 036964-1 THRU 036964-3:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21699

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SBt-156-PM 3.80 PARCEL 11133-1, 2

OWNER: Kazuko Kurasaki, a Widow, as to an undivided 1/2 interest
and Kazuko Kurasaki, trustee of the John S. Kurasaki and Kazuko
Kurasaki 1980 Trusts, as to an undivided 1/2 interest

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102; and Code of Civil
Procedure Section 1240.320 in that a portion of the property is
being acquired for conveyance to Pacific Gas and Electric (PG&E)
and American Telephone and Telegraph (AT&T) for Utility purposes;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

1 The offer required by Section 7267.2 of the Government Code
2 has been made to the owner or owners of record; and be it further

3 RESOLVED by this Commission that the Department of
4 Transportation be and said Department is hereby authorized and
5 empowered;

6 To acquire, in the name of the People of the State of
7 California, in fee simple absolute, unless a lesser estate is
8 hereinafter expressly described, the said hereinafter described
9 real property, or interests in real property, by condemnation
10 proceeding or proceedings in accordance with the provisions of the
11 Streets and Highways Code, Code of Civil Procedure and of the
12 Constitution of California relating to eminent domain;

13 The real property or interests in real property, which the
14 Department of Transportation is by this resolution authorized to
15 acquire, is situated in the County of San Benito, State of
16 California, Highway 05-SBt-156 and described as follows:

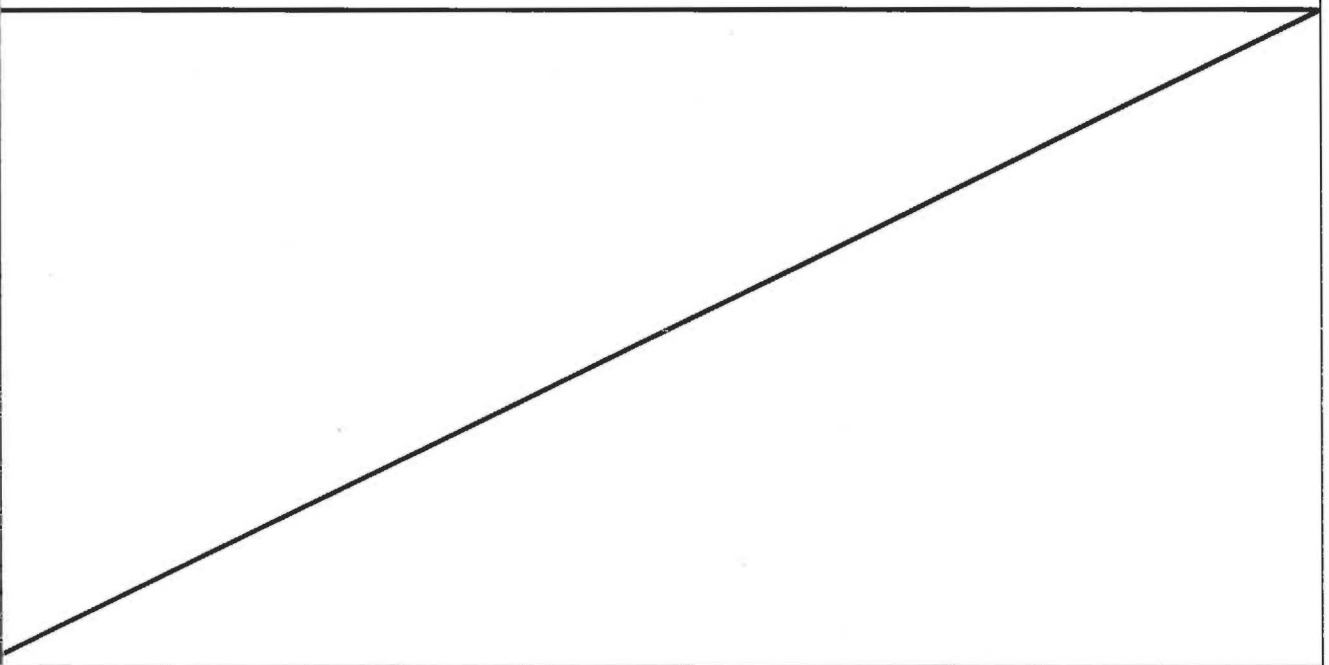


EXHIBIT "A"

PARCEL 11133-1

For freeway purposes, all that portion of Parcel 3 according to the map filed December 21, 1972 in Book 1 of Parcel Maps at Page 48 in the County Recorder's office of San Benito County, State of California, lying southeasterly of course 2 and its northeasterly prolongation and lying northerly of courses 3, 4, and 5 described as follows:

BEGINNING at the 1" iron pipe found at the southerly terminus of that record course shown as "S 19°35' W, 471.64 feet" on the map filed January 25, 1949 in Book 3 of Maps at Page 39 in the recorder's office of San Benito County, said pipe bears S 88°23'14" E, 611.30 feet from the 1" iron pipe labeled "P.I. 30+65.00" on said Map;

THENCE (1), N 88°23'14" W, 447.02 feet;

THENCE (2), N 47°59'53" E, 681.93 feet to the point that bears S 17°07'26" W, 243.05 feet from that 1" pipe with brass cap stamped "sbt-156-plm 3.80" shown as Control Point PM 3.80 on that map filed January 31, 2014 in Book 4 at Page 25 of the State Highway Map Book, records of said County;

THENCE (3), N 87°05'43" W, 278.29 feet;

THENCE (4), N 89°36'17" W, 776.80 feet to the point that bears S 22°07'07" W, 216.83 feet from that 1" pipe shown as Control Point PM 3.60 on said State Highway Map Book 4, Page 25;

THENCE (5), N 77°45'28" W, 92.51 feet to the easterly line of Parcel 2 as shown on said Parcel Map Book 1, Page 48.

Lands abutting the freeway shall have no right or easement of access thereto.

Bearings and distances used herein are based on the California Coordinate System of 1983, Zone 4. Multiply distances by 1.00005848 to obtain ground level distances.

PARCEL 11133-2

A NON-EXCLUSIVE UTILITY EASEMENT upon, over, and across all that portion of Parcel 3 according to the map filed December 21, 1972 in Book 1 of Parcel Maps at Page 48 in the county recorder's office of San Benito County, State of California, lying within the following described area:

COMMENCING at the 1" iron pipe found at the southerly terminus of that record course shown as "S 19°35' W, 471.64 feet" on the map filed January 25, 1949 in Book 3 of Maps at Page 39 in the recorder's office of San Benito County, said pipe bears S 88°23'14" E, 611.30 feet from the 1" iron pipe labeled "P.I. 30+65.00" on said Map;

THENCE (A), N 88°23'14" W, 447.02 feet;

THENCE (B), N 47°59'53" E, 681.93 feet to the point that bears S 17°07'26" W, 243.05 feet from that 1" pipe with brass cap stamped "sbt-156-plm 3.80" shown as Control Point PM 3.80 on that map filed January 31, 2014 in Book 4 at Page 25 of the State Highway Map Book, records of said County;

THENCE (C), N 87°05'43" W, 110.08 feet to the POINT OF BEGINNING;

THENCE (D), S 0°00'00" W, 93.52 feet to the northwesterly line of the San Juan-Hollister Road;

THENCE (E), along said northwesterly line, N 59°36'59" E, 34.78 feet to a line parallel with and 30 feet easterly from the above described course 4;
THENCE (F), along said parallel line, N 0°00'00" E, 74.40 feet to a point on above described course 3;
THENCE (G), along said course 3, N 87°05'43" W, 30.04 feet to the POINT OF BEGINNING.

Bearings and distances used herein are based on the California Coordinate System of 1983, Zone 4.
Multiply distances by 1.00005848 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21700

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SBt-156-PM 5.3 PARCEL 11138-1, 2, 3, 4, 5
OWNER: Timus Taylor Family Limited Partnership, a California
Limited Partnership, which acquired title as Timus Taylor Family
Limited Partnership

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102 and Code of Civil
Procedure Section 1240.320 in that a portion of the property is
being acquired for conveyance to Pacific Gas and Electric (PG&E)
for Utility purposes; and Code of Civil Procedure Section 1240.350
in that the property is necessary to provide access or utility
service to other property;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

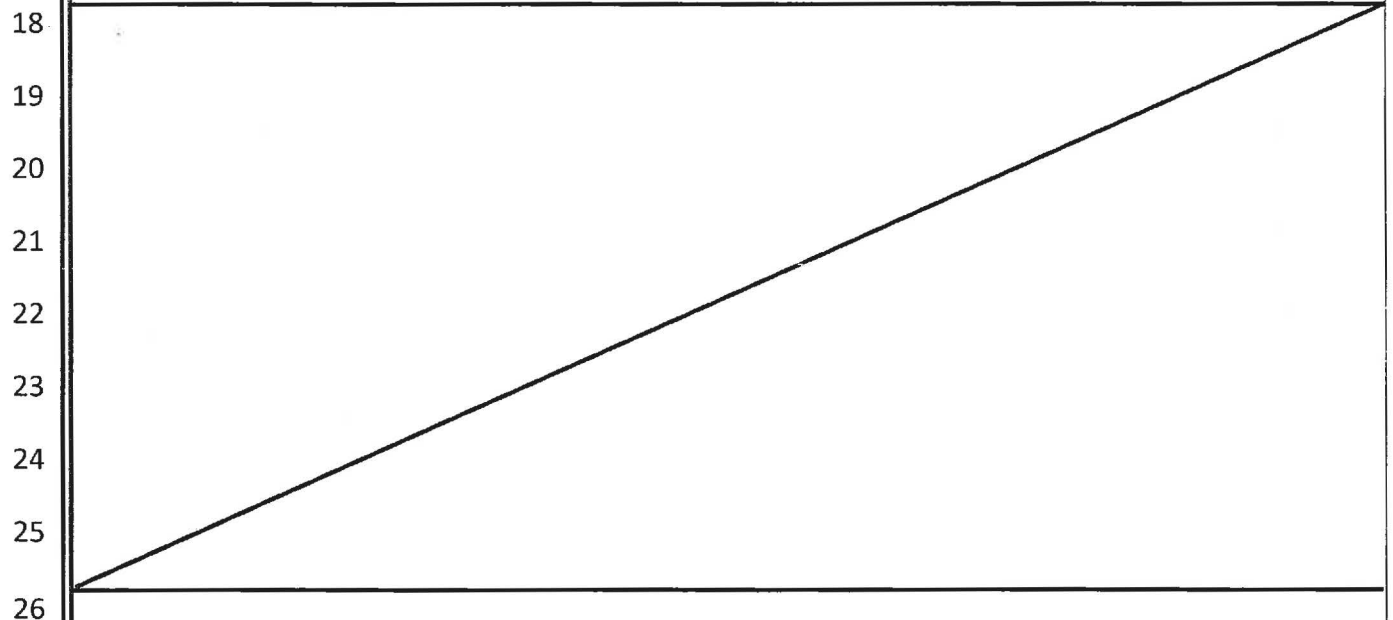
1 resolution is necessary for the public project;

2 The offer required by Section 7267.2 of the Government Code
3 has been made to the owner or owners of record; and be it further

4 RESOLVED by this Commission that the Department of
5 Transportation be and said Department is hereby authorized and
6 empowered;

7 To acquire, in the name of the People of the State of
8 California, in fee simple absolute, unless a lesser estate is
9 hereinafter expressly described, the said hereinafter described
10 real property, or interests in real property, by condemnation
11 proceeding or proceedings in accordance with the provisions of the
12 Streets and Highways Code, Code of Civil Procedure and of the
13 Constitution of California relating to eminent domain;

14 The real property or interests in real property, which the
15 Department of Transportation is by this resolution authorized to
16 acquire, is situated in the County of San Benito, State of
17 California, Highway 05-SBt-156 and described as follows:



Memorandum

District	County	Route	Postmile	Project ID
5	SBT	156	5.3	EA: 34490 ID: 05 0000 0505

To: CENTRAL REGION RESOLUTION OF NECESSITY

From: Barak Miles
R/W Engineering, District 5

Subject: RESOLUTION OF NECESSITY TRANSMITTAL

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

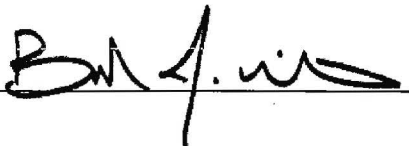
- RON Mapping (3 pages)
 - Index Map (Exhibit A) – shows parcel in relation to the overall project
 - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (7 pages)
 - 11138-1 - FEE
 - 11138-2 – Access Easement For Others
 - 11138-3 - Easement for PG&E
 - 11138-4 - Temporary Construction Easement
 - 11138-5 - Easement for PG&E

The electronic files for the above listed information have been transmitted by ROWMIS.

END OF DESCRIPTION

This real property description has been prepared by me,
or under my direction, in conformance with the
Professional Land Surveyors Act.

Signature



Date

February 21, 2019



Expires Dec 31, 2020

PARCEL 11138-1: FEE TO STATE

That portion of the land described in a deed to Timus Taylor Family Limited Partnership, recorded as Document No. 9212351 on December 16, 1992, in the Office of the Recorder of San Benito County, lying northerly of the following described Courses (1) through (15) inclusive:

Commencing at station 41+54.73 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, radial to said center line, South 2°07'50" West, 335.57 feet to the southeasterly boundary of Mission Vineyard Drive as shown on Record of Survey filed in Book 3 of Maps, Page 39 and recorded January 25, 1949 TO THE POINT OF BEGINNING;

Thence, (1) South 90°00'00" East, 11.76 feet to the point 335.13 feet right of station 41+66.68 of said center line;

Thence, (2) North 29°24'14" East, 179.52 feet to the point 175.35 feet right of station 42+49.56 of said center line;

Thence, (3) North 77°28'04" East, 116.70 feet to the point 144.97 feet right of station 43+63.13 of said center line;

Thence, (4) South 87°18'33" East, 1400.38 feet to the point 135.00 feet right of station 57+61.98 of said center line;

Thence, (5) South 89°55'41" East, 397.28 feet to the point 125.21 feet right of station 61+56.64 of said center line;

Thence, (6) South 89°20'23" East, 4257.47 feet to the point 123.91 feet right of station 104+13.54 of said center line;

Thence, (7) South 87°21'49" East, 431.96 feet to the point 131.58 feet right of station 108+51.85 of said center line;

Thence, (8) South 83°28'51" East, 402.79 feet to the point 138.99 feet right of station 112+63.94 of said center line;

Thence, (9) South 81°38'54" East, 504.58 feet to the point 139.09 feet right of station 117+69.61 of said center line;

Thence, (10) South 82°06'44" East, 352.53 feet to the point 149.25 feet right of station 121+13.77 of said center line;

Thence, (11) South 85°29'18" East, 360.79 feet;

Thence, (12) South 77°44'54" East, 207.11 feet;

Thence, (13) South 89°20'05" East, 45.00 feet;

Thence, (14) North $76^{\circ}57'18''$ East, 254.00 feet to the point 140.00 feet right of station 127+59.14 of said center line;

Thence, (15) South $89^{\circ}20'05''$ East, 5281.30 feet to the point 140.00 feet right of station 182+40.30 of said center line;

TOGETHER WITH underlying fee interest, if any, contiguous to the above-described property in and to Mission Vineyard Road.

EXCEPTING THEREFROM that portion lying northerly of the following described line:

Commencing at station 110+21.49 on the said Survey Engineer's Center Line;

Thence, radial to said center line, North $5^{\circ}07'03''$ East, 153.46 feet to the southerly boundary of the "*Hollister and San Juan Public road or Long Lane*" as described in said deed, now also known as State Route 156;

Thence, (25) South $80^{\circ}45'02''$ East, 362.57 feet to the point 138.00 feet left of station 113+75.19 of said center line;

Thence, (26) South $81^{\circ}29'34''$ East, 204.75 feet;

Thence, (27) South $25^{\circ}17'49''$ East, 16.52 feet;

Thence, (28) South $81^{\circ}30'18''$ East, 30.47 feet;

Thence, (29) North $28^{\circ}51'10''$ East, 14.60 feet;

Thence, (30) South $81^{\circ}26'51''$ East, 76.80 feet to the point 138.00 feet left of station 117+05.28 of said center line;

Thence, (31) South $84^{\circ}19'36''$ East, 422.96 feet to the point 143.56 feet left of station 121+37.53 of said center line;

Thence, (32) South $85^{\circ}12'14''$ East, 469.09 feet;

Thence, (33) North $17^{\circ}04'40''$ East, 25.18 feet;

Thence, (34) North $11^{\circ}05'44''$ West, 27.95 feet;

Thence, (35) North $75^{\circ}35'43''$ West, 164.92 feet to the southerly boundary of the "*Hollister and San Juan Public road or Long Lane*" as described in said deed, now also known as State Route 156;

Thence, along said southerly boundary, (32) South $89^{\circ}19'06''$ East, 351.20 feet;

Thence, (36) South $58^{\circ}06'51''$ West, 74.60 feet to the point 250.82 feet left of station 127+44.47 of said center line;

Thence, (37) South $1^{\circ}58'58''$ East, 20.00 feet;

Thence, (38) South 38°48'15" East, 40.65 feet to the point 199.46 feet left of station 127+71.23 of said center line;

Thence, (39) South 82°56'23" East, 686.49 feet to the point 123.00 feet left of station 134+53.45 of said center line;

Thence, (40) South 89°19'50" East, 3067.88 feet to the southwesterly corner of the San Justo School lot described in deed to Charles F. Overfelt recorded on March 28, 1908 and filed in Book 40 of Deeds, Page 242 in the office of the recorder of said county;

Thence, along the southerly boundary of said lot, (38) South 89°21'51" East, 264.00 feet to the southeasterly corner of said lot;

Thence, (41) South 89°20'19" East, 1453.54 feet to the point 123.00 feet left of station 182+39.10 of said center line, being the beginning of a non-tangent curve concave northerly to which a radial line bears South 0°39'55" West, having a radius of 5877.00 feet;

Thence, (42) easterly along said curve a distance of 803.13 feet through a central angle of 7°49'47" to the point 123.00 feet left of station 190+58.80 of said center line;

Thence, (43) North 82°50'08" East, 812.36 feet to the southerly boundary of the "*Hollister and San Juan Public road or Long Lane*" as described in said deed, now also known as State Route 156.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System, Zone 4. Divide distances by 1.0000580 to convert to ground distances.

PARCEL 11138-2; ACCESS EASEMENT TO BENEFIT THE EASTERLY ADJOINING PROPERTY

An Access easement to access the land described in the deeds to D. Christopher & Sons, a partnership, recorded as Document No. 9502020 on March 8, 1995, in the Office of the Recorder of San Benito County; over that portion of the land described in a deed to Timus Taylor Family Limited Partnership, recorded as Document No. 9212351 on December 16, 1992, in the Office of the Recorder of San Benito County, described as follows:

Commencing at station 126+67.38 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, perpendicular to said center line, South 0°39'55" West, 200.72 feet TO THE POINT OF BEGINNING;

Thence, (1) South 89°20'05" East, 45.00 feet;

Thence, (2) North 79°57'18" East, 254.00 feet to the point 140.00 feet right of station 129+59.14 of said center line;

Thence, (3) South 89°20'05" East, 2908.59 feet to the easterly boundary of land described in said deed;

Thence, along said easterly boundary, (4) South 0°41'24" West, 121.86 feet;

Thence, (5) along a line parallel with course (3), North 89°20'05" West, 1.51 feet to the point distant 261.86 feet right of station 158+66.17 of said center line;

Thence, (6) North 29°20'05" West, 71.43 feet to the point distant 200.00 feet right of station 158+30.45 of said center line;

Thence, (7) along a line parallel with course (3), North 89°20'05" West, 2913.11 feet to the point distant 200.00 feet right of station 129+17.34 of said center line;

Thence, (8) South 30°00'00" West, 180.80 feet to the point distant 357.62 feet right of station 128+28.77 of said center line;

Thence, (9) North 90°00'00" West, 159.56 feet to the point distant 359.47 feet right of station 126+69.22 of said center line;

Thence, (10) North 0°00'00" East, 158.76 feet TO THE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System, Zone 4. Divide distances by 1.0000580 to convert to ground distances.

PARCEL 11138-3; UTILITY EASEMENT FOR PACIFIC, GAS & ELECTRIC

That portion of the land described in the deed to Timus Taylor Family Limited Partnership, recorded as Document No. 9212351 on December 16, 1992, in the Office of the Recorder of San Benito County, more particularly described as follows:

Commencing at station 41+54.73 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, radial to said center line, South 2°07'50" West, 335.57 feet to the southeasterly boundary of Mission Vineyard Drive as shown on Record of Survey filed in Book 3 of Maps, Page 39 and recorded January 25, 1949 TO THE POINT OF BEGINNING;

Thence, (1) South 90°00'00" East, 11.76 feet to the point 335.13 feet right of station 41+66.68 of said center line;

Thence, (2) North 29°24'14" East, 179.52 feet to the point 175.35 feet right of station 42+49.56 of said center line, being the True Point of Beginning;

Thence, North 77°28'04" East, 116.70 feet to the point 144.97 feet right of station 43+63.13 of said center line;

Thence, South 87°18'33" East, 1400.38 feet to the point 135.00 feet right of station 57+61.98 of said center line;

Thence, South 89°55'41" East, 240.63 feet;

Thence, South 0°00'00" West a distance of 36.00 feet;

Thence, North 89°55'41" West a distance of 241.50 feet;

Thence, North 87°18'33" West a distance of 1153.63 feet;

Thence, South 15°07'48" West a distance of 53.25 feet;

Thence, North 87°18'33" West a distance of 216.77 feet;

Thence, North 76°02'46" West a distance of 149.03 feet;

Thence, North 29°24'14" East a distance of 31.62 feet TO THE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System, Zone 4. Divide distances by 1.0000580 to convert to ground distances.

PARCEL 11138-4: TEMPORARY CONSTRUCTION EASEMENT TO STATE

A temporary easement for the purpose of ingress and egress and severing and removing the portions of improvements which lie within the following described parcel:

That portion of the land described in a deed to Timus Taylor Family Limited Partnership, recorded as Document No. 9212351 on December 16, 1992, in the Office of the Recorder of San Benito County, lying northerly of the following described Courses (1) through (15) inclusive:

Commencing at station 41+54.73 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, radial to said center line, South 2°07'50" West, 335.57 feet to the southeasterly boundary of Mission Vineyard Drive as shown on Record of Survey filed in Book 3 of Maps, Page 39 and recorded January 25, 1949;

Thence, South 90°00'00" East, 11.76 feet to the point 335.13 feet right of station 41+66.68 of said center line;

Thence, North 29°24'14" East, 179.52 feet to the point 175.35 feet right of station 42+49.56 of said center line;

Thence, South 29°24'14" West, 31.62 feet TO THE POINT OF BEGINNING;

Thence, (1) South 29°24'14" West, 31.62 feet;

Thence, (2) South 76°02'46" East, 149.03 feet;

Thence, (3) South 87°18'33" East, 216.77 feet;

Thence, (4) North 15°07'48" East, 53.25 feet;

Thence, (5) South 87°18'33" East, 297.59 feet;

Thence, (6) South, 60.07 feet;

Thence, (7) North 87°18'33" West, 252.20 feet;

Thence, (8) South 15°07'48" West, 53.25 feet;

Thence, (9) North 87°18'33" West, 270.89 feet;

Thence, (10) North 76°02'46" West, 171.53 feet;

Thence, (11) North 29°24'14" East, 62.25 feet TO THE POINT OF BEGINNING;

Rights to the above described temporary easement shall cease and terminate on June 7, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

PARCEL 11138-5; UTILITY EASEMENT FOR PACIFIC, GAS & ELECTRIC

That portion of the land described in the deed to Timus Taylor Family Limited Partnership, recorded as Document No. 9212351 on December 16, 1992, in the Office of the Recorder of San Benito County, more particularly described as follows:

Commencing at station 109+93.39 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, radial to said center line, South 4°50'57" West, 157.26 feet TO THE POINT OF BEGINNING;

Thence, South 82°35'28" East, 511.84 feet to the point 159.38 feet right of station 115+15.40 of said center line;

Thence, North 7°24'32" East, 10.00 feet;

Thence, North 82°35'28" West, 511.84 feet;

Thence, South 7°24'32" West, 10.00 feet TO THE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System, Zone 4. Divide distances by 1.0000580 to convert to ground distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21701

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SBt-156-PM 7.8 PARCEL 11146-1,2

OWNER: Patricia I. Perry, Douglas J. Perry and Diana P. Guerra, as
Co-Trustees of the Joseph and Patricia Perry Living Trust dated
June 24, 1997

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

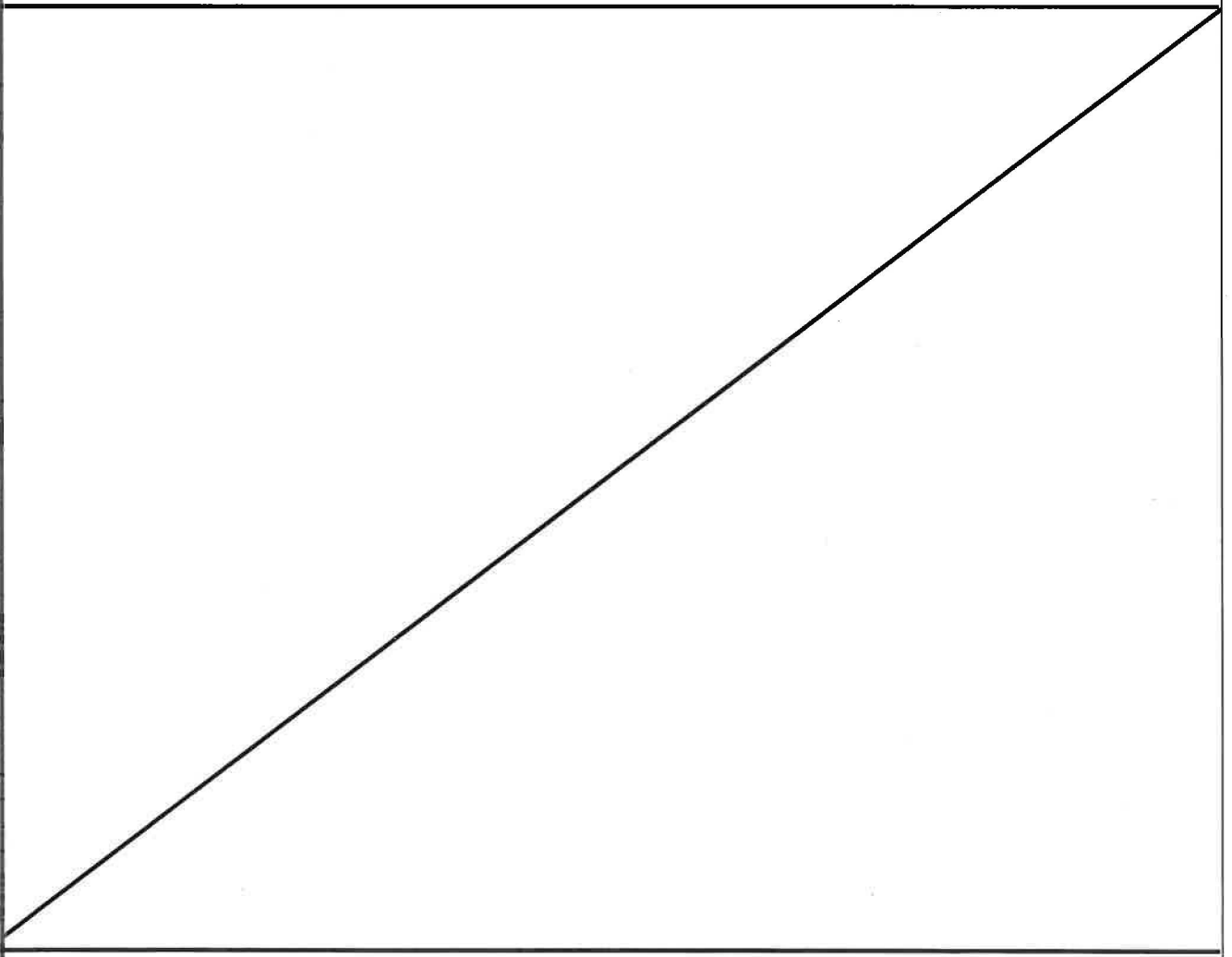
RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

1 To acquire, in the name of the People of the State of
2 California, in fee simple absolute, unless a lesser estate is
3 hereinafter expressly described, the said hereinafter described
4 real property, or interests in real property, by condemnation
5 proceeding or proceedings in accordance with the provisions of the
6 Streets and Highways Code, Code of Civil Procedure and of the
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of San Benito, State of
11 California, Highway 05-SBt-156 and described as follows:



PARCEL 11146-1 FEE TO STATE

ALL That portion of the land described in the deed to JOESPH E. PERRY, PATRICIA I. PERRY, DOUGLAS J. PERRY AND PETRINA M. BEGA, recorded as Document Number 0010986 on August 28, 2000, in the Office of the Recorder of San Benito County, lying Northerly of the following described Courses (1) through (3):

Commencing at station 234+22.55 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, perpendicular to said center line, South 60°04'45" East, 122.33 feet to the Point of Beginning;

Thence, (1) North 27°33'55" East, 275.50 feet to the point distant 118.28 feet southerly and perpendicular to said Centerline at engineer's station 236+94.37;

Thence, (2) North 27°39'42" East, 1541.35 feet to the point distant 117.89 feet southerly and perpendicular to said Centerline at engineer's station 252+26.30;

Thence, (3) North 21°51'54" East a distance of 371.77 plus/minus feet to the Easterly line of the Grant Deed to the State of California recorded February 2, 1961 in Volume 265 Page 9 recorded in said county.

Lands abutting the freeway shall have not right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System, Zone 4. Divide distances by 1.0000580 to convert to ground distances.

PARCEL 11146-2 TEMPORARY CONSTRUCTION EASEMENT TO STATE

TOGETHER WITH the temporary easement for the purpose of severing and removing the portions of improvements which lie within the parcel described above and for the purpose of construction and maintaining any shoring, braces, foundations or walls necessary to support the remaining improvements on the remain portion of owner's property, for the purpose of ingress and egress, described as:

ALL That portion of the land described in the deed to JOESPH E. PERRY, PATRICIA I. PERRY, DOUGLAS J. PERRY AND PETRINA M. BEGA, recorded as Document Number 0010986 on August 28, 2000, in the Office of the Recorder of San Benito County, described as follows:

Commencing at station 238+77.52 on the Survey Engineer's Center Line of State Highway Route 156 as said center line is shown on the map of the Survey Engineer's Center Line Between Cagney Road and Fourth Street filed in State Highway Map Book 4, pages 23 to 28, inclusive, records of said county;

Thence, perpendicular to said center line, South 61°48'10" East, 334.41 feet to a point on the Northerly right of way of San Juan Hollister Road being the Point of Beginning;

Thence, (1) North 14°27'12" West, 18.84 feet;

Thence, (2) North 74°16'46" West, 93.52 feet;

Thence, (3) North 44°16'57" West, 69.55 feet;

Thence, (4) North 56°31'17" West, 47.88 feet to the point distant 116.40 feet southerly and perpendicular to said Centerline at engineer's station 238+97.05;

Thence, (5) South 27°39'59" West, 202.69 feet to the point distant 118.30 feet southerly and perpendicular to said Centerline at engineer's station 236+94.39;

Thence, (6) South 27°33'55" West, to the Northerly right of way of San Juan Hollister Road;

Thence, (7) Along the Northerly right of way of San Juan Hollister Road to the Point of Beginning.

Rights to the above described temporary easement shall cease and terminate on August 9, 2022. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21702

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 33.7 PARCEL 86911-1
OWNER: Joseph Simas Jr. and Marylou Simas, husband and wife, as
Community Property

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

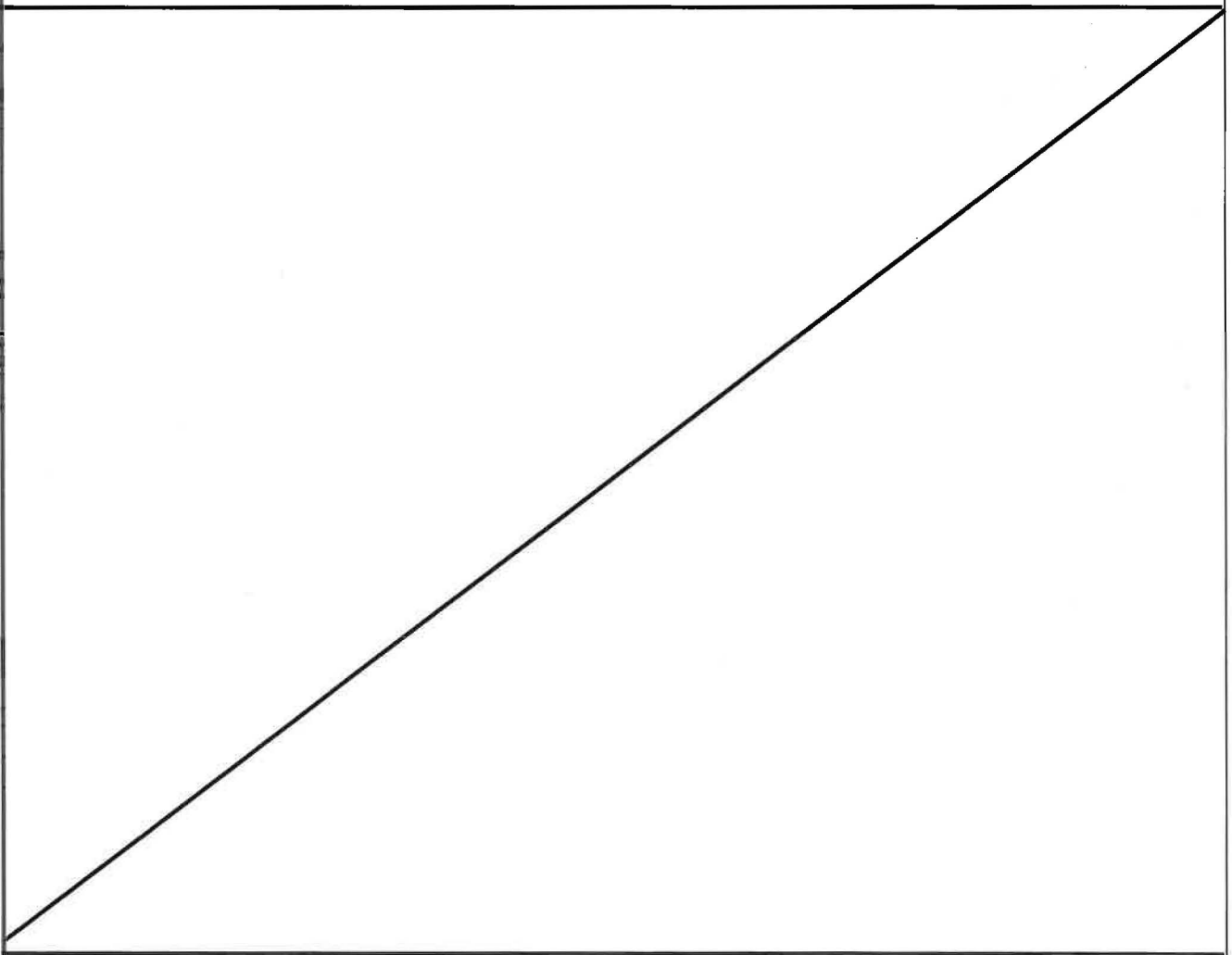
RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

1 To acquire, in the name of the People of the State of
2 California, in fee simple absolute, unless a lesser estate is
3 hereinafter expressly described, the said hereinafter described
4 real property, or interests in real property, by condemnation
5 proceeding or proceedings in accordance with the provisions of the
6 Streets and Highways Code, Code of Civil Procedure and of the
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Tulare, State of California,
11 Highway 06-Tul-99 and described as follows:



Parcel 86911-1

PARCEL 1

For State Freeway purposes, that portion of Parcels 3 and 4 as described in the Grant Deed to Joseph Simas Jr. and Marylou Simas, recorded December 30, 1992 as document number 92-094756, Tulare County Official Records, being more particularly described as follows:

COMMENCING at a point on the north line of the South Half of Section 22, Township 19 South, Range 24 East, Mount Diablo Meridian, lying North $89^{\circ}56'51''$ East, 1732.65 feet from the West Quarter Corner of said Section 22; thence (1) North $11^{\circ}40'00''$ West, 999.74 feet to the beginning of a tangent curve with a radius of 1000.00 feet and concave to the east, said point being the POINT OF BEGINNING; thence (2) northerly along said curve a distance of 279.91 feet through a central angle of $16^{\circ}02'16''$ to a point of tangency; thence (3) North $04^{\circ}22'16''$ East, 584.49 feet; thence (4) North $30^{\circ}00'00''$ West, 312.71 feet to a point on a line being parallel with and lying 45.50 feet southerly at right angle of course (27) in Parcel 1 as described in the Grant Deed to the State of California, recorded September 1, 1959 in Book 2144, Page 234, Tulare County Official Records; thence (5) along said parallel line, North $43^{\circ}05'34''$ East, 300.00 feet; thence (6) North $46^{\circ}54'26''$ West, 45.50 feet to a point on said course (27), said point lying 284.12 feet from the southwesterly terminus of said course (27); thence along courses (27) through (32) of said Parcel 1 the following described courses: (7) South $43^{\circ}05'34''$ West, 284.12 feet; thence (8) South $37^{\circ}44'18''$ West, 519.46 feet; thence (9) South $27^{\circ}37'16''$ East, 143.95 feet; thence (10) South $25^{\circ}14'04''$ East, 349.14 feet to the beginning of a tangent curve with a radius of 5073.23 feet and concave to the southwest; thence (11) southeasterly along said curve a distance of 452.32 feet through a central angle of $05^{\circ}06'30''$ to a point of tangency; thence (12) South $20^{\circ}07'34''$ East, 665.06 feet to a point on herein described course (1); thence (13) along said course (1), North $11^{\circ}40'00''$ West, 736.32 feet to the POINT OF BEGINNING.

Parcel 86911-1 (continued)

Lands abutting said freeway shall have no right or easements of access thereto over and across the above described courses (2) through (5) and (13).

PARCEL 2

For State Highway purposes, that portion of Parcels 3 and 4 as described in the Grant Deed to Joseph Simas Jr. and Marylou Simas, recorded December 30, 1992 as document number 92-094756, Tulare County Official Records, being more particularly described as follows:

BEGINNING at a point on the north line of the South Half of Section 22, Township 19 South, Range 24 East, Mount Diablo Meridian, lying North $89^{\circ}56'51''$ East, 2420.62 feet from the West Quarter Corner of said Section 22; thence (14) along said north line, South $89^{\circ}56'51''$ West, 120.92 feet; thence (15) North $00^{\circ}24'59''$ East, 4.85 feet; thence (16) North $02^{\circ}31'59''$ West, 1416.30 feet to the beginning of a tangent curve with a radius of 1090.00 feet and concave to the southwest; thence (17) northwesterly along said curve a distance of 844.60 feet through a central angle of $44^{\circ}23'47''$ to a point of tangency; thence (18) North $46^{\circ}55'46''$ West, 294.52 feet; thence (19) South $75^{\circ}00'00''$ West, 48.02 feet to a point on a line being parallel with and lying 45.50 feet southerly at right angle of course (27) in Parcel 1 as described in the Grant Deed to the State of California, recorded September 1, 1959 in Book 2144, Page 234, Tulare County Official Records; thence (20) along said parallel line, South $43^{\circ}05'34''$ West a distance of 36.80 feet to the northeasterly terminus of course (5) of herein described PARCEL 1; thence (21) North $46^{\circ}54'26''$ West, 45.50 feet to the northwesterly terminus of course (6) of herein described PARCEL 1; thence along courses (27) and (26) of said Parcel 1 as described in the Grant Deed to the State of California, recorded September 1, 1959 in Book 2144, Page 234, Tulare County Official Records, the following described courses: (22) North $43^{\circ}05'34''$ East, 137.19 feet to the beginning of a tangent curve with a radius of 470.00 feet and concave to the southeast; thence

Parcel 86911-1 (continued)

(23) northeasterly along said curve a distance of 183.09 feet through a central angle of $22^{\circ}19'13''$ to a non-tangent line; thence (24) leaving said course (26), South $25^{\circ}00'00''$ West, 124.27 feet to a point on a line being parallel with and lying 120.00 feet northeasterly at right angle of herein described course (18); thence (25) along said parallel line, South $46^{\circ}55'46''$ East, 291.55 feet to a point on a radial line at the terminus of herein described course (17), said point also the beginning of a tangent curve with a radius of 1210.00 feet and concave to the southwest; thence (26) southeasterly along said curve a distance of 937.58 feet through a central angle of $44^{\circ}23'47''$ to a point of tangency; thence (27) along a line being parallel with and lying 120.00 feet easterly at right angle of herein described course (16), South $02^{\circ}31'59''$ East, 1416.30 feet; thence (28) South $05^{\circ}42'47''$ East, 10.10 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.9999517 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21703

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-215-PM 2.67 PARCEL 24575-1

OWNER: Lamar Central Outdoor, LLC, successor in interest to Adams
Advertising, Inc., a California Corporation

Resolved by the California Transportation Commission after
notice (and hearing) pursuant to Code of Civil Procedure Section
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State
Highway purposes and is to be acquired by eminent domain pursuant
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public
project, namely a State highway;

The proposed project is planned and located in the manner that
will be most compatible with the greatest public good and the least
private injury;

The property sought to be acquired and described by this
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code
has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

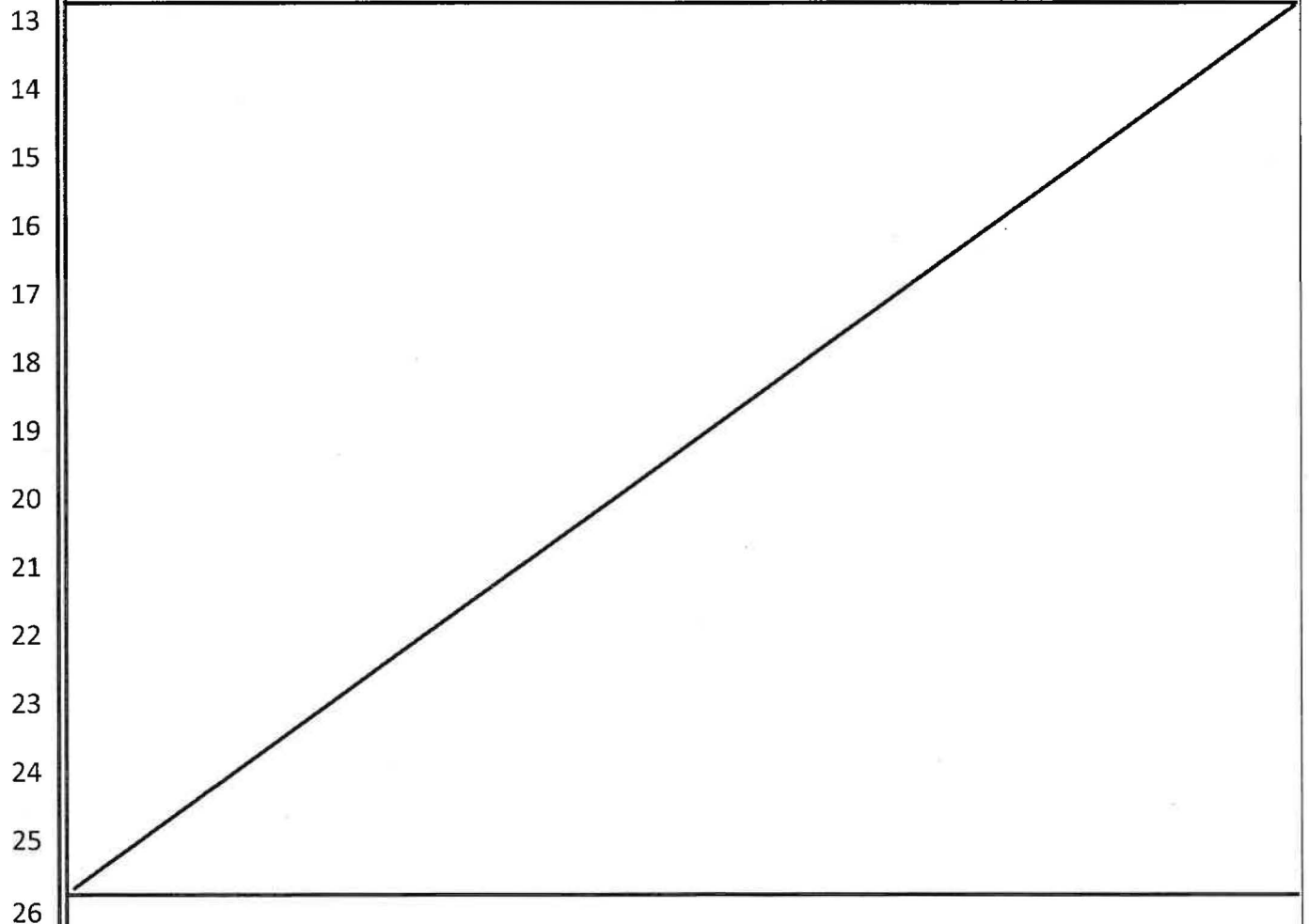
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 empowered;

2 To acquire, in the name of the People of the State of
3 California, in fee simple absolute, unless a lesser estate is
4 hereinafter expressly described, the said hereinafter described
5 real property, or interests in real property, by condemnation
6 proceeding or proceedings in accordance with the provisions of the
7 Streets and Highways Code, Code of Civil Procedure and of the
8 Constitution of California relating to eminent domain;

9 The real property or interests in real property, which the
10 Department of Transportation is by this resolution authorized to
11 acquire, is situated in the County of San Bernardino, State of
12 California, Highway 08-SBd-215 and described as follows:



LEGAL DESCRIPTION

Parcel 24575-1

For highway purposes, that portion of Poole Tract, in the City of Colton, County of San Bernardino, State of California, as shown on a map recorded in Book 11, Page 40 of Maps, in the Office of the County Recorder of said County, described in Parcel 3 in a Grant Deed to Adams Advertising, Inc., recorded June 29, 1999 in Document No. 1999-0275544 of Official Records in the office of said County Recorder.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.4d.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief
Division of Right of Way
and Land Surveys

Subject: CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize 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 \$3,292,500. The State will receive a return of \$3,034,689 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR'S DEEDS:

01-02-Plu-89 Post Mile (PM) 40.5

Disposal Units #DK 2447-05-02

#DK 2447-05-03

Convey to: Pacific Gas and Electric Company (PG&E)

Lake Almanor

1.84 acres

\$0 Appraisal Not Applicable (N/A)

Direct conveyance for no monetary consideration. This corrects a 1973 conveyance to PG&E. The State's recorded Director's Deed in 1973 recorded an incorrect legal description and omitted a portion of the total area purchased by PG&E. Conveyance of the deed will correct this error that was made in 1973.

02-02-Sha-273 PM 7.05
Disposal Unit #DD 3631-01-01
Convey to: Robert and Latricia Shufelberger

Shasta County
12,260 square feet (s.f.)
\$750 (Appraisal \$750)

Direct sale. Parcel is too small for independent development, is irregular in shape, and the only access is from the adjacent property. The parcel was offered to the adjoining owner at an appraised value of \$750.

03-03-Sut-70 PM R4.0
Disposal Unit #DD 033047-01-01
Convey to: Clarence John Schwall

Sutter County
0.61 acre
\$650 (Appraisal \$650)

Direct sale. Although parcel has access via a non-exclusive private road easement, the parcel is too small for independent development. The parcel has two adjoining owners but only one was interested. The parcel was offered at the appraised value of \$650.

04-04-SCI-101 PM 35.8
Disposal Unit #DD 041149-01-01
Convey to: MST Investments, LLC
& 8335 Brentwood Blvd,
LLC as Tenants in Common

San Jose
17,791 s.f.
\$400,000
Public Sale Estimate (PSE) \$400,000

Public sale. One active bidder participated in the auction. Selling price represents the highest bid received at the public auction.

05-05-Mon-101 PM 94.10
Disposal Unit #DD 10420-02-01
Convey to: Timothy William Friederichs, A Single Man

Prunedale
1.667 acres
\$140,000 (Appraisal \$140,000)

Public sale. There were two bidders that participated in the auction, selling price represents the highest bid received at the public auction.

06-05-SLO-Rte: N/A PM: N/A
Disposal Unit #DE 6131-01-01
Convey to: County of San Luis Obispo

San Luis Obispo
4.92 acres
\$407,000 (Appraisal \$407,000)

Direct sale. Direct sale to the County of San Luis Obispo. The selling price represents the appraised value. The parcel shall be sold to the County under the condition that the property be used for a public purpose.

07-07-LA-110 PM 11.3
Disposal Unit #DK 68732-1
Convey to: Harbor Redondo, LLC.
a California Limited Liability Corporation

Los Angeles
8,897 s.f.
\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is of ingress and egress easements that were meant to mitigate a landlocked parcel in 1985 due to an onramp project. Conveyance of this quitclaim will clear Department title on the property.

08-07-LA-605 PM 7.9
Disposal Unit: #DD B4309-01-01
Convey to: Elizabeth Salvage & Zoltan Fazekas,
as Joint Tenants

City of Norwalk
6,915 s.f.
\$405,000 (Appraisal \$405,000)

Direct sale. Direct sale at fair market value is to the present tenants that meet the eligibility requirements under Commission Resolution G-98-22, as amended. Per the requirements of the Resolution, they are residential tenants of a tenure of more than five years with all rent obligations current and paid in full. Selling price represents the highest appraised value obtained from the present tenants.

09-07-LA-710 PM 30.8
Disposal Unit #DD 68500-01-01
Convey to: Linda J. Krausen, A Single Woman

City of South Pasadena
5,630 s.f.
Current Fair Market Value Appraisal
(As-if repaired value) \$741,000
Affordable Sales Price: \$125,289.35

Direct sale. The sales price represents the calculated affordable price of a surplus property being sold directly to eligible present tenants pursuant to the Roberti Act and the Affordable Sales Program regulations. The purchaser of this property meets all of the requirements of the Roberti Act and the Affordable Sales Program.

10-08-SBd-71 PM 4.6
Disposal Unit: #DD A07835-01-01
Convey to: Praire Inc.

Chino Hills
3.76 acres
\$1,100,000 (Appraisal \$895,000)

Public sale. Selling price represents the highest bid received at the public auction. There were 21 registered bidders and three active bidders that participated in the auction.

11-08-SBd-210 PM 15.3
Disposal Unit #DE 013082-02-02
Convey to: Southern California Edison Company

Rialto
25,401 s.f.
\$170,000 (Appraisal \$170,000)

Direct sale. Sales price represents the appraised value of an easement received via a direct sale to a utility provider per stipulated judgement signed January 16, 2019.

12-10-Cal-26 PM 7.62
Disposal Unit #DD 015005-01-01
Convey to: Maya Investments, LLC

Calaveras County
0.67 acre
\$16,000 (PSE \$6,000)

Public sale. There were eight registered bidders and two active bidders that participated in the auction. Selling price represents the highest bid received at public auction.

13-10-Cal-26 PM 7.9
Disposal Unit #DD 014995-01-01
Convey to: Maya Investments, LLC

Calaveras County
0.38 acre
\$13,000 (PSE \$10,000)

Public sale. There were eight registered bidders and two active bidders that participated in the auction. Selling price represents the highest bid received at public auction.

14-10-Cal-26 PM 7.9
Disposal Unit #DD 014996-01-01
Convey to: Maya Investments, LLC

Calaveras County
0.39 acre
\$13,000 (PSE \$10,000)

Public sale. There were eight registered bidders and two active bidders that participated in the auction. Selling price represents the highest bid received at public auction.

15-10-Tuo-108 PM 3.2
Disposal Unit #DD 009197-01-01
Convey to: Maya Investments, LLC

Tuolumne County
0.82 acre
\$45,000 (PSE \$44,600)

Public sale. Selling price represents the highest bid received at public auction. There were eight registered bidders, and one active bidder that participated in the auction.

16-10-Tuo-108 PM 4.2
Disposal Unit #DD 009249-01-01
Convey to: 2006 Martin Trust

Tuolumne County
0.69 acre
\$87,584 (PSE \$25,561)

Public sale. There were eight registered bidders and five active bidders that participated in the auction. Sales price represents the highest bid received at the public auction.

17-10-Tuo-108 PM 4.2
Disposal Unit # DD 009251-03-01
Convey to: 2006 Martin Trust

Tuolumne County
0.12 acre
\$15,272 (PSE \$4,457)

Public sale. There were eight registered bidders and five active bidders that participated in the auction. Sales price represents the highest bid received at the public auction.

18-10-Tuo-108 PM 4.2

Disposal Unit #DD 009253-01-01

Convey to: 2006 Martin Trust

Tuolumne County

0.64 acre

\$81,144 (PSE \$23,682)

Public sale. There were eight registered bidders and five active bidders that participated in the auction. Sales price represents the highest bid received at the public auction.

19-10-Tuo-108 PM 4.6

Disposal Unit #DD 009248-02-01

Convey to: Mark W. Quinn and Janice L. Quinn,
as Husband and Wife

Tuolumne County

0.68 acre

\$15,000 (PSE \$8,800)

Public sale. There were eight registered bidders, and three active bidders that participated in the auction. Selling price represents the highest bid received at the public auction.

Attachments

Attachment A - Financial summary spreadsheet

Exhibits 1A-19B - Parcel maps

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.

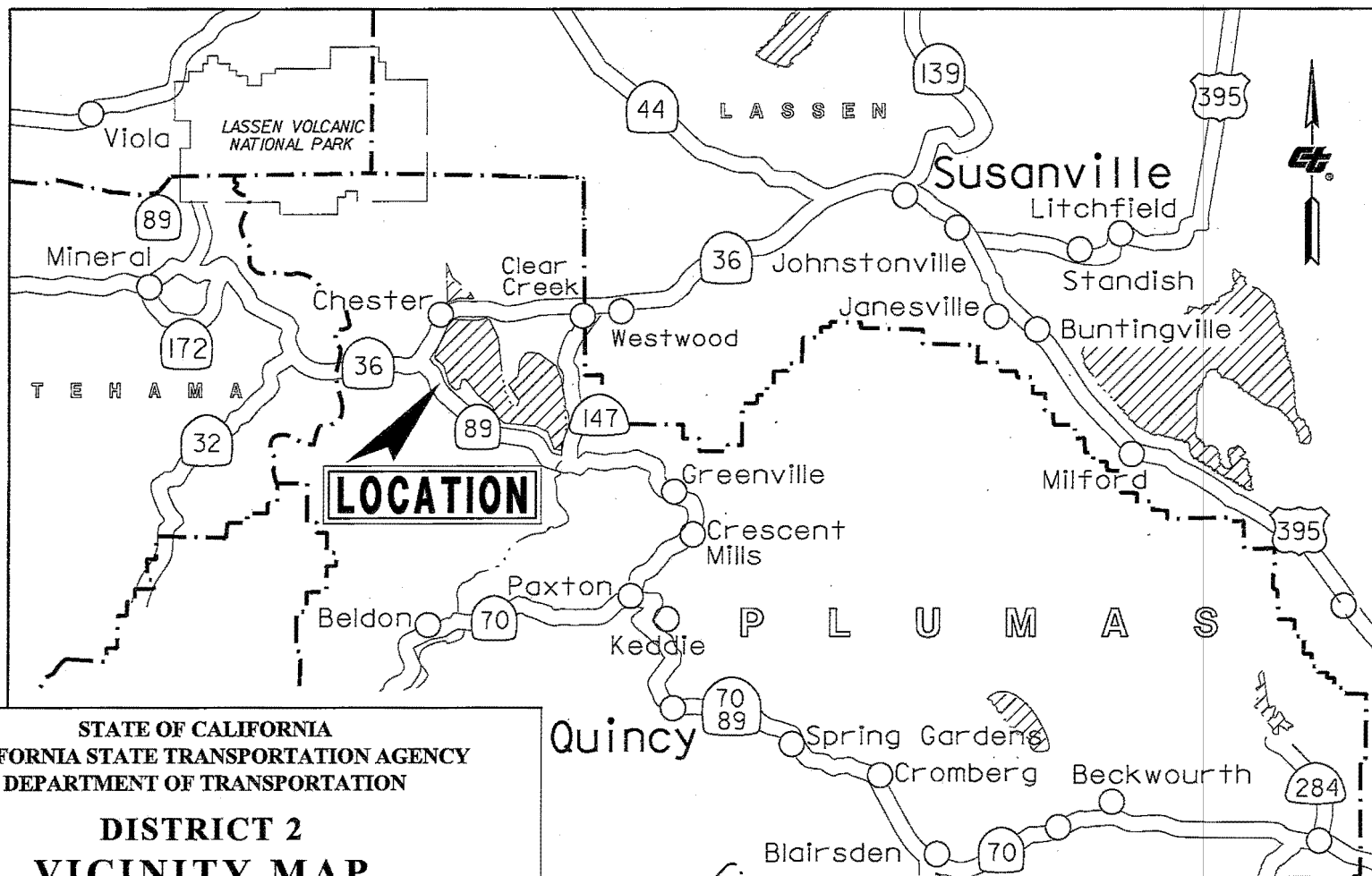
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - March 13-14, 2019

Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances (i.e. Utility Easements)	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								Return From Sales Current Value
01								
02	1		1		2	\$750	\$750	100.0%
03	1				1	\$650	\$650	100.0%
04		1			1	\$400,000	\$400,000	100.0%
05	1	1			2	\$547,000	\$547,000	100.0%
06								
07	2		1		3	\$1,146,000	\$530,289	46.3%
08	1	1			2	\$1,065,000	\$1,270,000	119.2%
09								
10		8			8	\$133,100	\$286,000	214.9%
11								
12								
Total	6	11	2		19	\$3,292,500	\$3,034,689	92.2%

Table II - Analysis by Type of Sale

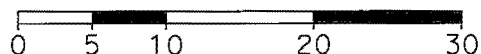
Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				Return From Sales Current Value
Direct Sales	6	\$1,724,400	\$1,108,689	64.3%
Public Sales	11	\$1,568,100	\$1,926,000	122.8%
Non-Inventory Conveyances	2	\$0	\$0	
<i>Sub-Total</i>	19	\$3,292,500	\$3,034,689	92.2%
Other Funded Sales				
<i>Total</i>	19	\$3,292,500	\$3,034,689	92.2%



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DISTRICT 2
VICINITY MAP
D.K. 2447-05-02 AND
D.K. 2447-05-03

SCALE IN MILES

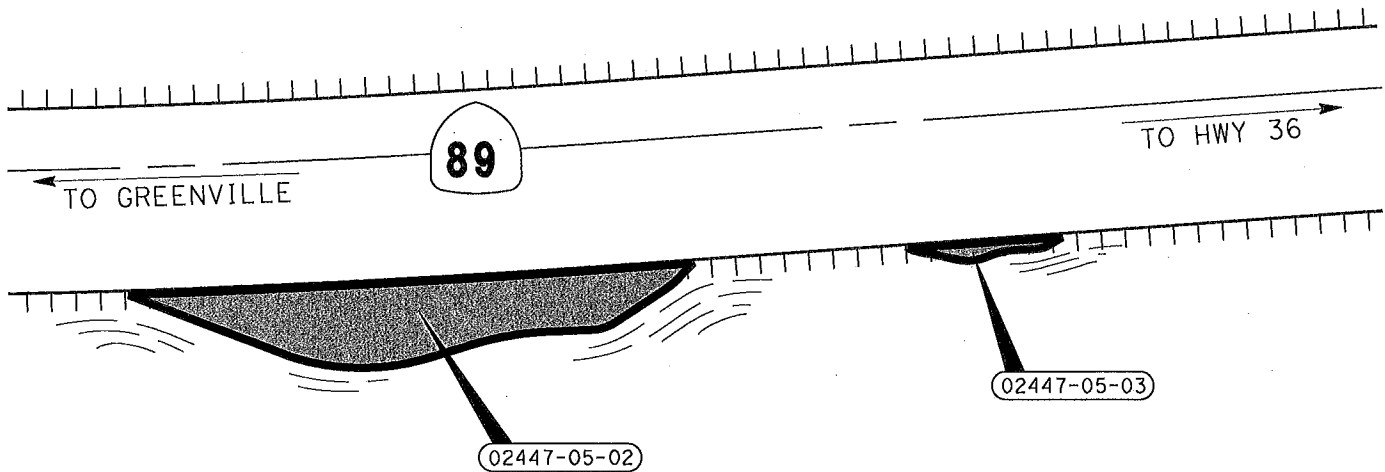


TO DESIGN: / /			EA(s): NONE		FA#:
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
02	PLU	89	40.5	1	2

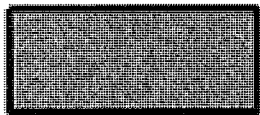
PROJECT ID: 00 0000 0000

T. 28 N., R. 7 E., M.D.M.

NE 1/4
of SECTION 30

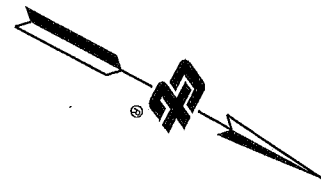


L A K E A L M A N O R



AREA TO BE VACATED

AREA = 1.84 Ac.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

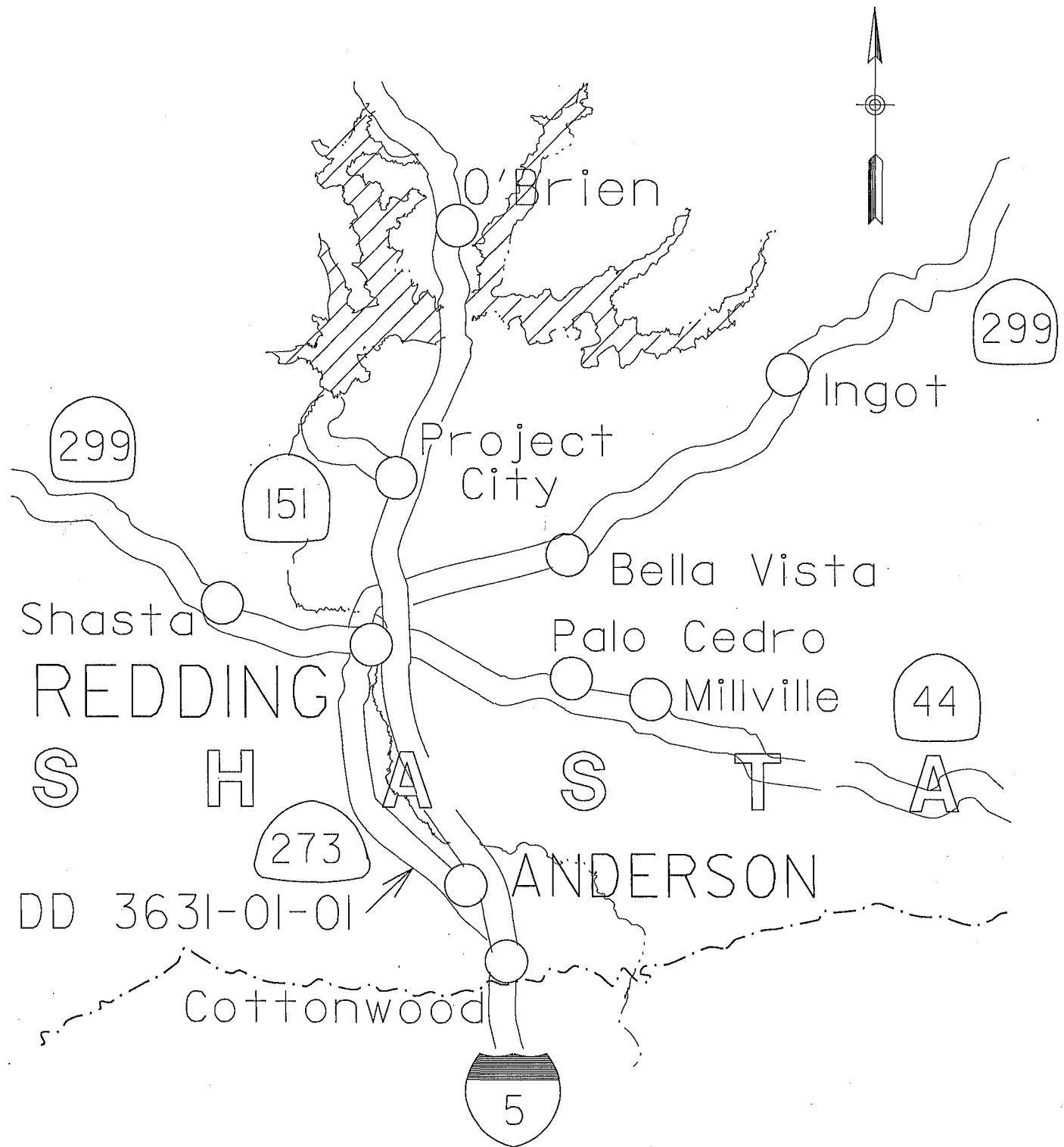
DISTRICT 2
VICINITY MAP
D.K. 2447-05-02 AND
D.K. 2447-05-03

FEET 0 150 300 600 900

TO DESIGN: / /		EA(s): NONE		FA#:	
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
02	PLU	89	40.5	2	2

PROJECT ID: 00 0000 0000

30
19
29
20

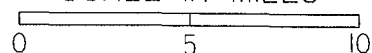


DIRECTOR'S DEED
VICINITY MAP

DD 3631-01-01

02-Sha-273 P.M 7.05

SCALE IN MILES





RANCHO SAN BUENA VENTURA
B.P. READING GRANT SEC. 39

SPRING GULCH ROAD

SOUTHERN PACIFIC RR

PM
7.05

69.78' 54.27' 35.52' 35.26' 51.71' 37.39' 7.02' 61.77' 84.25' 101.74'



DD 3631-01-01

CALIFORNIA
273

NOTES

Coordinates and bearings are on CCS83(91.35) Zone 1. Distances and stationing are grid distances. Divide by 0.9998987 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

 PARCEL TO BE CONVEYED: 12260 SF
 ACCESS CONTROL LINE

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
EXCESS LANDS MAP
PARCEL DD 3631-01-01

SCALE: 1" = 10'

FEET 0 5 10 20

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
GDG	12-3-18	2	SHA	273	7.05	1	1

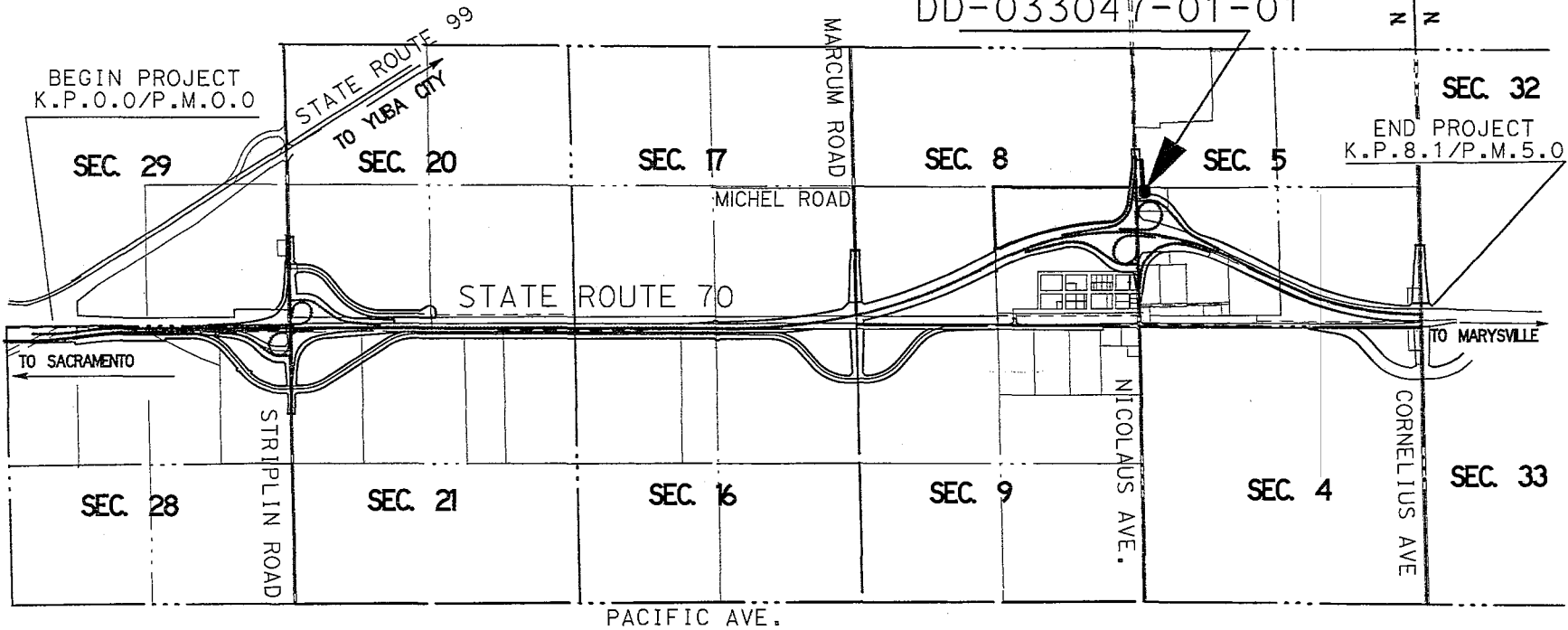
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



T12N R4E MDM

DD-033047-01-01

T12 N
T13 N



NOTES

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

EXHIBIT
LOCATION MAP
DD 033047-01-01
(NOT TO SCALE)

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
03	SUT	70	R6.5/R4.0	1	2

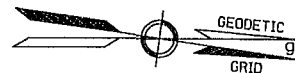
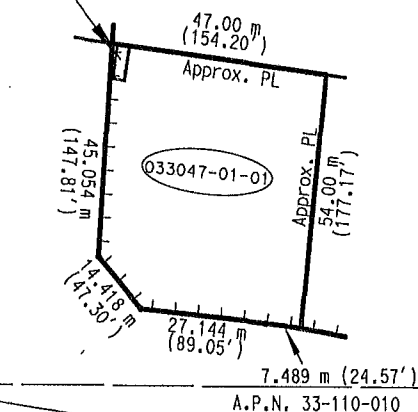
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

PRVT. ROAD EASEMENT
DOC# 2008-0007610

DETAIL "A"

0.61 ACRE FEE PARCEL
(26,571 SQUARE FEET +/-)

PG&E ESMT
DOC# 2008-0016753



E2038700
N638400

A.P.N. 33-110-007

(J)

19.567 m

508

EXIST. CO. RW

PG&E ESMT
DOC# 2008-0016753

47.00 m (154.20')

Approx. PL

033047-01-01

SEE DETAIL "A"

A.P.N. 33-110-075

N= 638070.041
E=2038849.959

14.418 m (47.30')

N= 638146.438
E=2038871.534

27.144 m (89.05')

7.489 m (24.57')

L= 147.744 m

1/4 SECTION LINE

650

A.P.N. 33-110-037

NOTE:
COORDINATES, BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2, EPOCH 1986.
DISTANCES ARE IN METERS UNLESS OTHERWISE NOTED.
MULTIPLY DISTANCES BY 1.00008 TO OBTAIN GROUND LEVEL DISTANCES. TO CONVERT METERS TO THE U.S. SURVEY FOOT MULTIPLY DISTANCES BY 3937/1200.

N= 638,304.246
E=2,038,928.290

EXIST. CO. RW

SECTION LINE
EXIST. CO. RW

NICOLAUS AVE.

T 12 N R 4 E M.D.M.

Sec. 5

PM R4.0 To Sacramento

To Marysville

NOTES

All distances are in meters unless otherwise noted.
To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

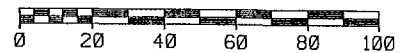
LEGEND

ACCESS PROHIBITED

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 033047-01-01**

NOTE: ALL DISTANCES ARE IN METERS UNLESS OTHERWISE NOTED

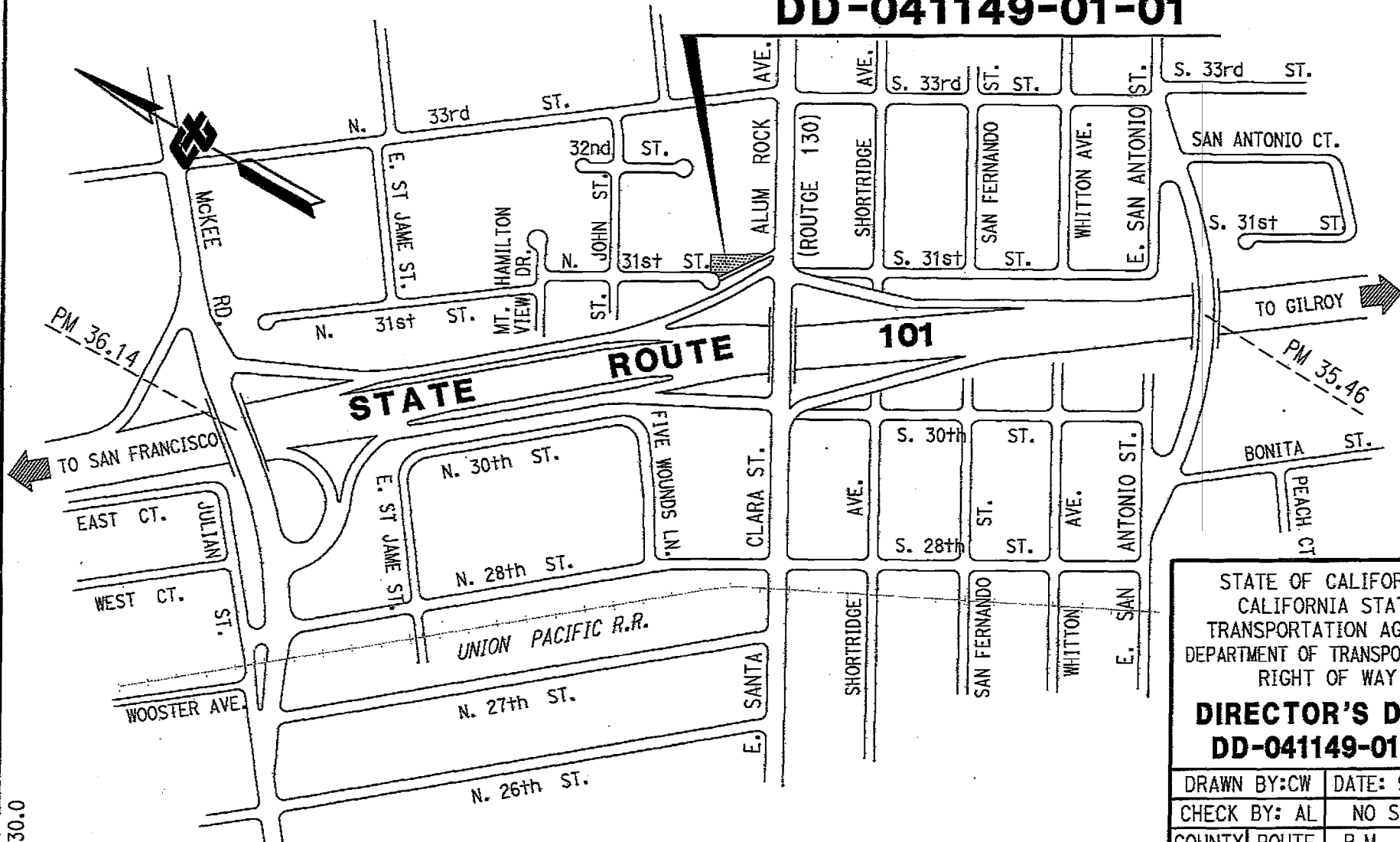


DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
03	SUT	70	R6.5/R4.0	2	2

DISTANCES SHOWN ARE ON THE CALIFORNIA
COORDINATE SYSTEM OF 1927, ZONE 3.
MULTIPLY DISTANCES SHOWN BY 1.0000486
TO OBTAIN GROUND LEVEL DISTANCES.

SANTA CLARA COUNTY CITY OF SAN JOSE

DD-041149-01-01



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY

DIRECTOR'S DEED
DD-041149-01-01

DRAWN BY: CW		DATE: 9/21/16	
CHECK BY: AL		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	35.8	1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA
COORDINATE SYSTEM OF 1927, ZONE 3.
MULTIPLY DISTANCES SHOWN BY 1.0000486
TO OBTAIN GROUND LEVEL DISTANCES.

SANTA CLARA COUNTY CITY OF SAN JOSE

DD-041149-01-01

BK R MAPS 49

MT. HAMILTON

VIEW PARK

17,791 SQ.FT. (TOTAL)

S30°08'58"E 260.00'

N60°05'02"E

ALUM ROCK AVE
(FORMERLY E. SANTA CLARA STREET)

56087

SCALE IN FEET
0 50

N. 31ST

N60°07'02"E
50.00'

BLOCK

R=30.89'
Δ=74°49'15"
L=40.34'

S25°42'29"E(R)

SEGMENT 1
RELINQUISHMENT NO. 56087
DOC. NO. 20313492

BLOCK

STATE ROUTE 101

STREET

PARCEL 2
DK-062597-01-01
(QUITCLAIM)
1,332 SQ.FT.

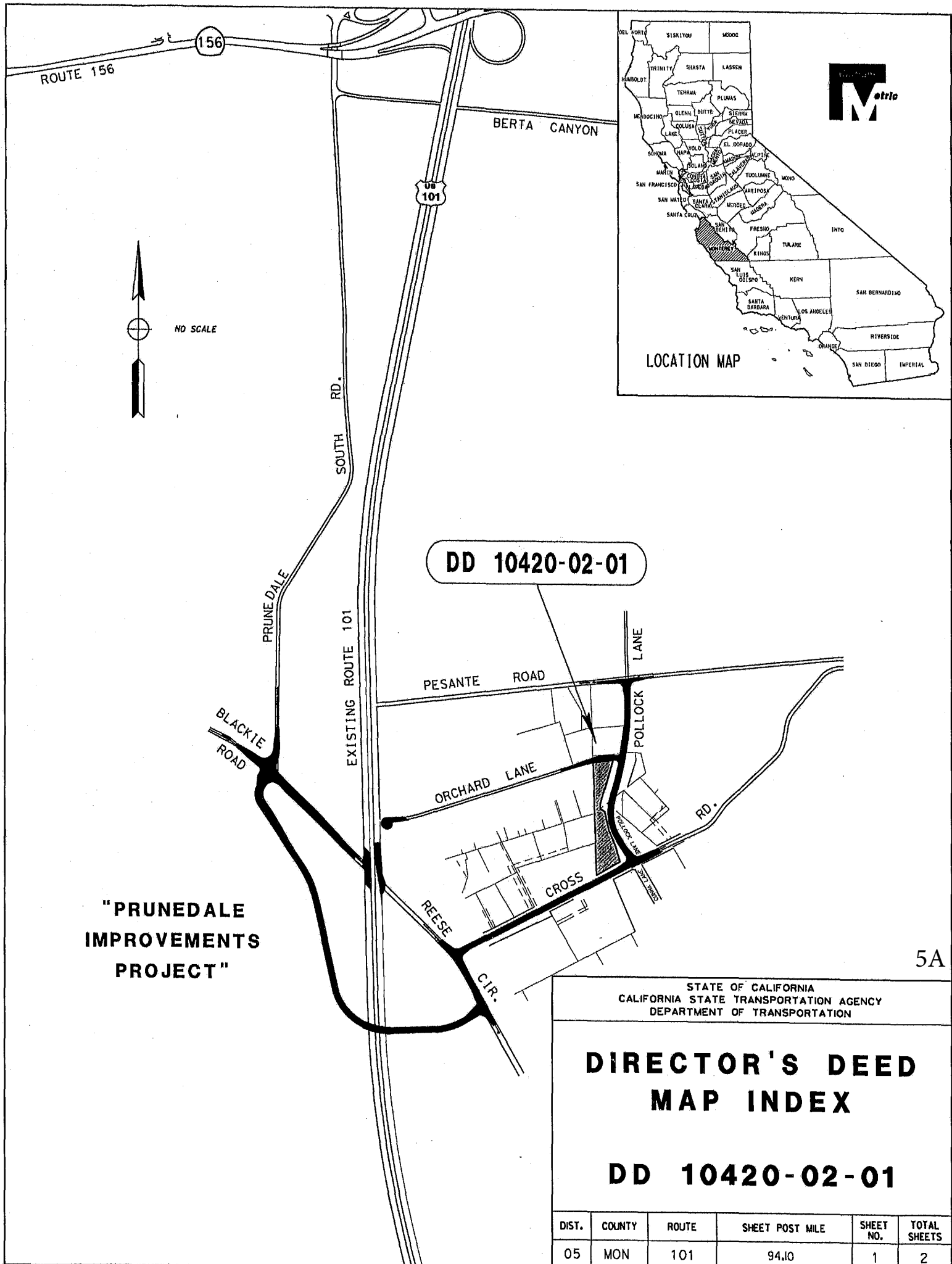
LEGEND

- DIMENSION POINT
- POINT OF BEGINNING
- (R) RADIAL BEARING
- SQ.FT. SQUARE FEET
- BK. BOOK
- PGS. PAGES
- ACCESS PROHIBITED
- (T) TOTAL

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY

DIRECTOR'S DEED
DD-041149-01-01

DRAWN BY: CW		DATE: 9/21/16	
CHECK BY: AL		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	35.8	2 OF 2



"PRUNEDALE
IMPROVEMENTS
PROJECT"

DD 10420-02-01

5A

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION					
DIRECTOR'S DEED MAP INDEX					
DD 10420-02-01					
DIST.	COUNTY	ROUTE	SHEET POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	94.10	1	2

RANCHO BOLSA NUEVA Y MORO COJO

PESANTE ROAD

POLLOCK LANE

ORCHARD LANE

POLLOCK LANE

10 PM 204

DD 10420-02-01
AREA = 1.667 ACRES

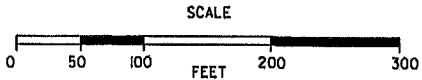
SEGMENT 16
RELINQUISHED
TO COUNTY
DOC. No. 2017007144

DD 10420-01-01
A=1.077 ACRES

5B

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED MAP DD 10420-02-01



NOTES
COORDINATES AND BEARINGS ARE ON CCS 1983, ZONE 04.
DISTANCES AND STATIONING ARE GRID DISTANCES.
MULTIPLY BY 1.00005384 TO OBTAIN GROUND DISTANCES.

LEGEND	
○	NOTHING FOUND OR SET
●	FOUND 1" PIPE "CALIF. DOT"

DIST.	COUNTY	ROUTE	SHEET POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	94.10	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

City of San Luis Obispo

Vachell Ln

DE 6131- 01-01

Buckley Road

Future Caltrans Facility

County of San Luis Obispo

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DE 6131- 01 - 01**

INDEX MAP

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	SLO	NA	NA	1	2

CT

Higuera Street

US 101

US 101

To Santa Maria

To Paso Robles

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.

BOOK 18
PARCEL MAPS
PAGE 78
PARCEL "A"

BOOK 18
PARCEL MAPS
PAGE 78
PARCEL "B"

PARCEL "B"

HIGUERA STREET
Barn

DE 6131- 01-01

4.92 Acres more or less

PROPOSED COUNTY ROAD

VACHELL LANE

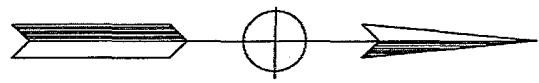
BUCKLEY ROAD

50' Ingress & Egress and Utility Easement vol 1870 page 479 O.R. Appurtenant to Lot 20

16' Road 62 Deeds 63

LOT 20

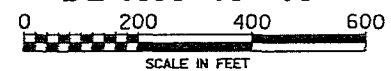
BOOK "B" OF MAPS PAGE 30
HARFORD AND CHAPMAN'S SUBDIVISION



WATER LINE EASEMENT

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DE 6131- 01 - 01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	SLO	NA	NA	2	2

GRAPHIC SCALE



0 150 300 600

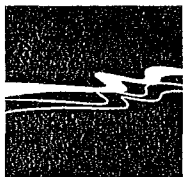
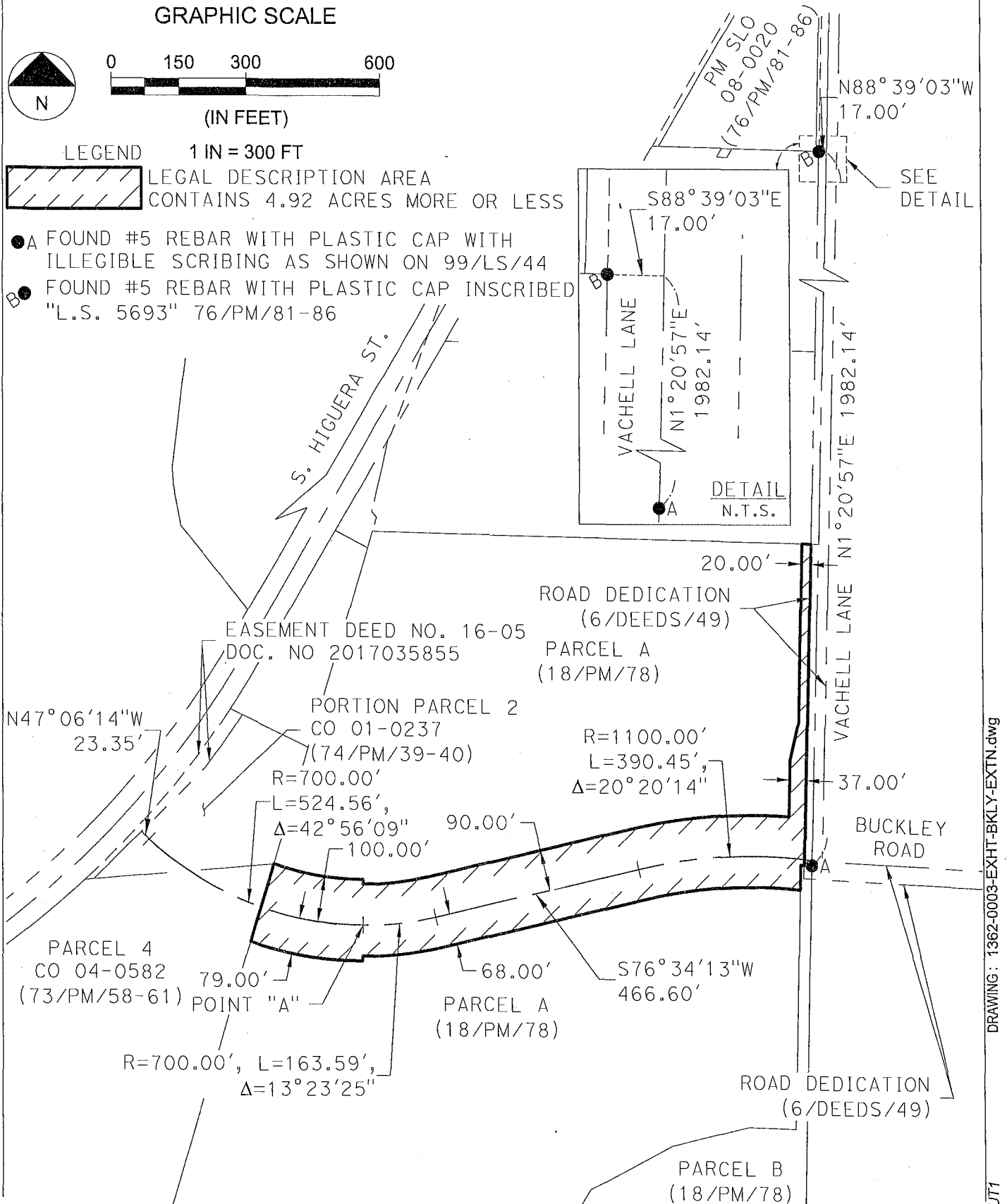
(IN FEET)

LEGEND 1 IN = 300 FT



LEGAL DESCRIPTION AREA
CONTAINS 4.92 ACRES MORE OR LESS

- A FOUND #5 REBAR WITH PLASTIC CAP WITH ILLEGIBLE SCRIBING AS SHOWN ON 99/LS/44
- B FOUND #5 REBAR WITH PLASTIC CAP INSCRIBED "L.S. 5693" 76/PM/81-86



WALLACE GROUP

612 CLARION COURT
SAN LUIS OBISPO, CA 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

EXHIBIT "B"
LEGAL DESCRIPTION EXHIBIT
IN THE COUNTY OF SAN LUIS OBISPO, CA
SHEET 1 OF 4 OF EXHIBIT "B"

JOB No.: 1362-0003

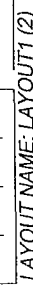
DRAWN BY: CLB

DATE: 07/02/2018

SCALE: 1" = 300'

DRAWING: 1362-0003-EXHT-BKLY-EXTN.dwg

LAYOUT NAME: LAYOUT1



JOB No. : 1362-003
DRAWN BY: CLB
DATE : 07/02/2018
SCALE : 1" = 100'

GRAPHIC SCALE



0 50 100 200

(IN FEET)

1 IN = 100 FT

EASEMENT DEED NO. 16-05
DOC. NO 2017035855

POR. PARCEL 2
(74/PM/39-40)

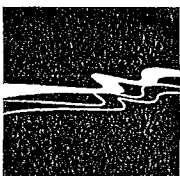
N47°06'14"W
23.35'

R=700.00'
L=524.56'
D=42°56'09"

S. HIGUERA ST.

PARCEL 4
CO 04-0582
(73/PM/58-61)

MATCHLINE
SEE SHEET 2



WALLACE GROUP

612 CLARION COURT
SAN LUIS OBISPO, CA 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

EXHIBIT "B"

LEGAL DESCRIPTION EXHIBIT
IN THE COUNTY OF SAN LUIS OBISPO, CA
SHEET 3 OF 4 OF EXHIBIT "B"

JOB No. : 1362-0003

DRAWN BY: CLB

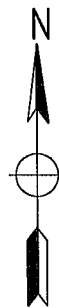
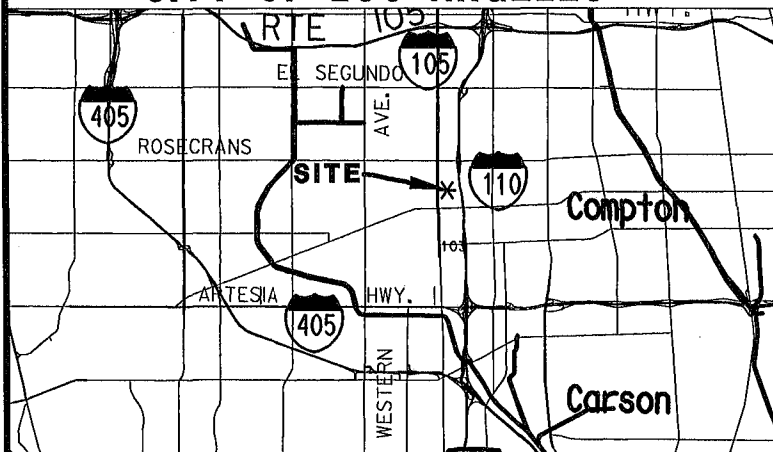
DATE : 07/02/2018

SCALE : 1" = 100'

DRAWING : 1362-0003-EXHT-BKLY-EXTN.dwg

LAYOUT NAME: LAYOUT1 (3)

CITY OF LOS ANGELES

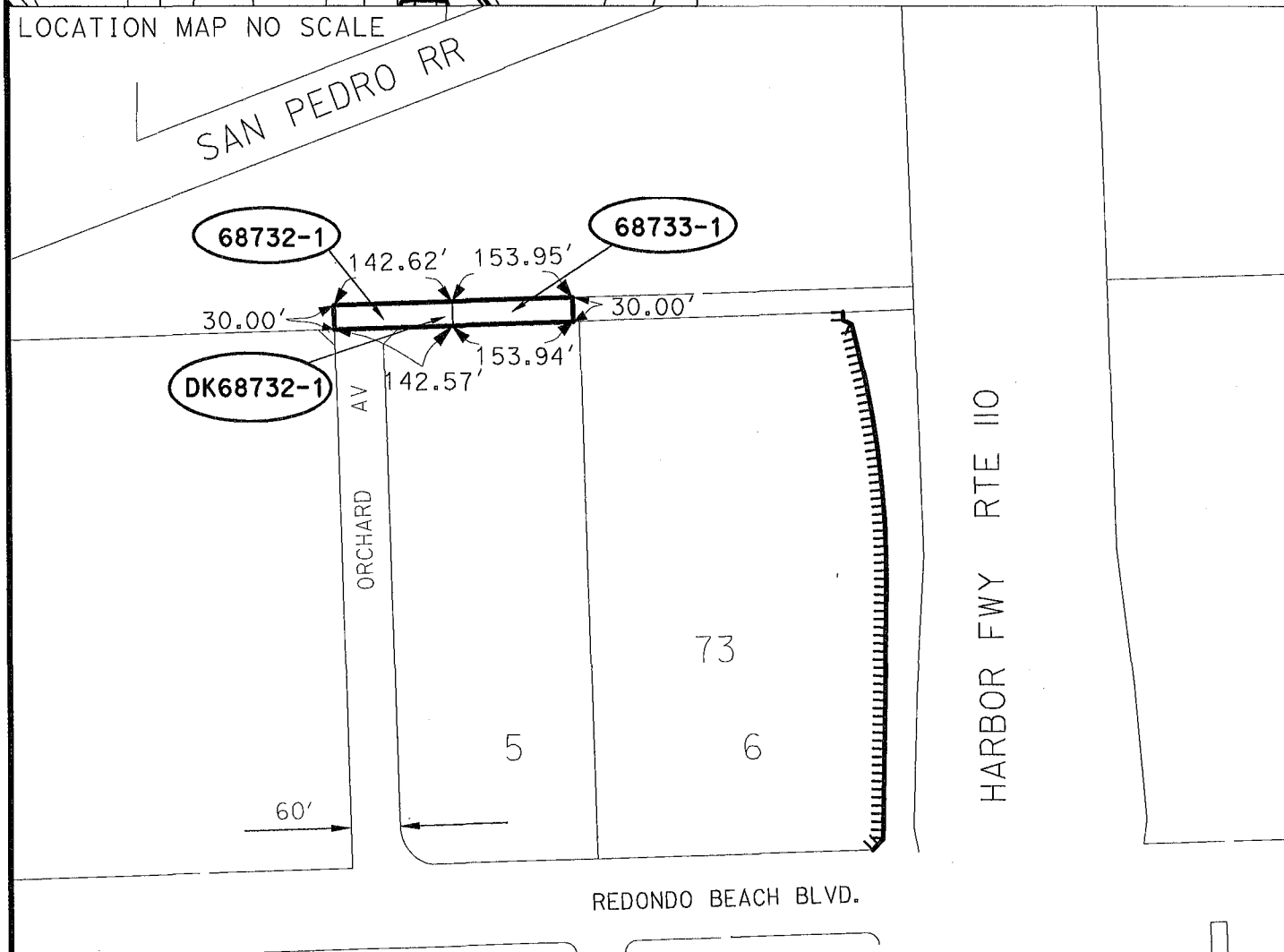


DIST	COUNTY	ROUTE	POST MILE
07	LA	110	11.3

PARCEL NO.	AREA
68732-1	4278 SF
68733-1	4619 SF
DK 68732-1	8897 SF

**LOT 3, GARDENA TRACT
M.R. 52, Pg 73**

LOCATION MAP NO SCALE



STATE RETAINS ACCESS RIGHTS

**INTERSTATE
CITY OF LOS ANGELES**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DK 68732-1

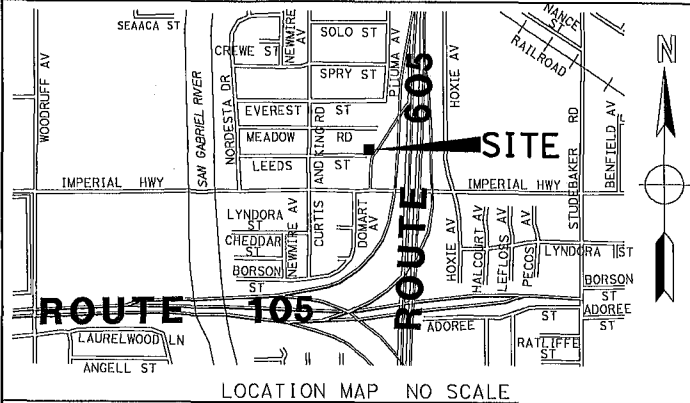
REF. MAP: F-1349-4

SCALE: NONE

DRWN:AS CHKD:FC

DATE: 12-28-2018

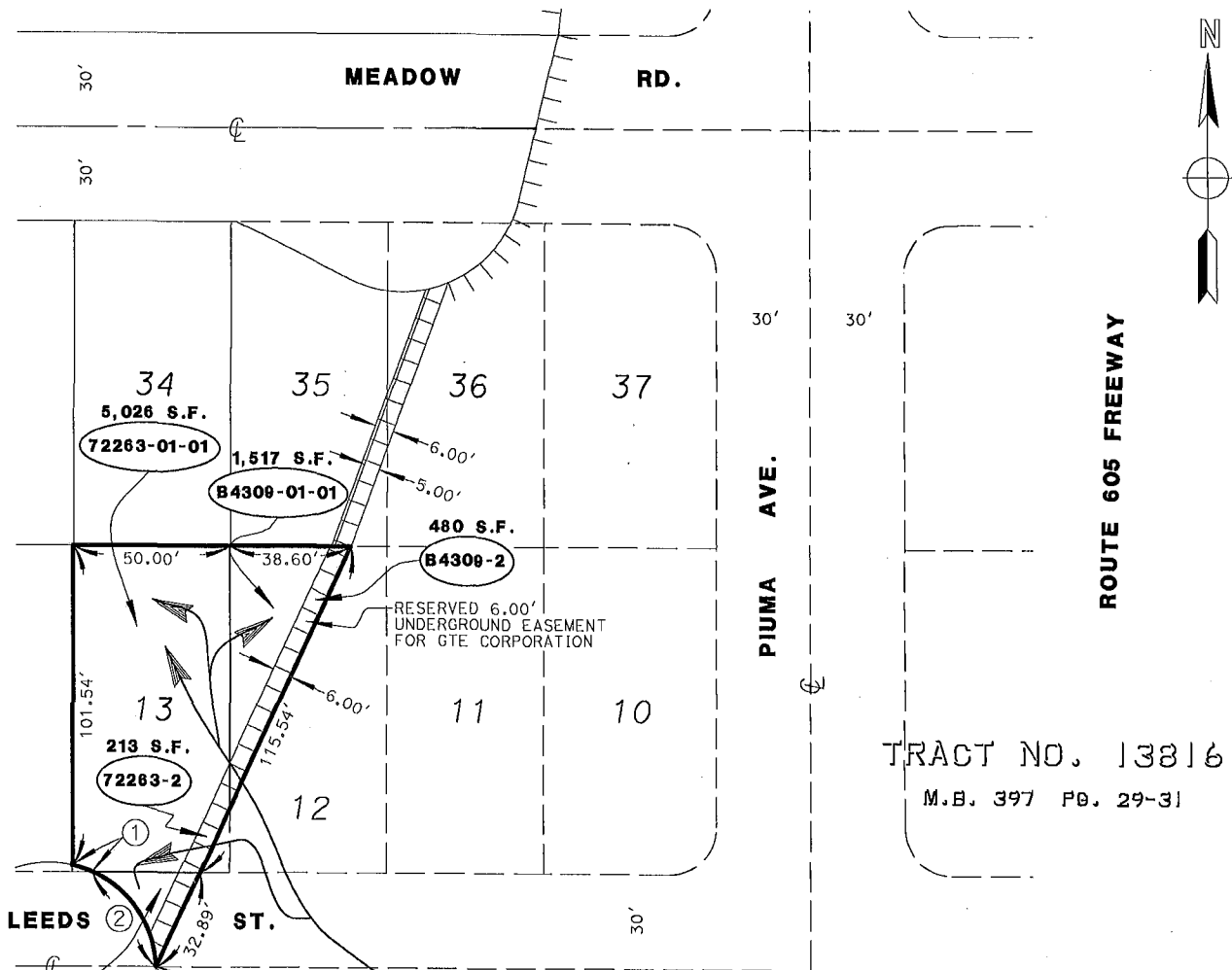
CITY OF NORWALK



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.

PARCEL NO.	AREA
B4309-01-01	1,517 SF
72263-01-01	5,026 SF
PORTION OF STREET AREA	372 SF
DD B4309-01-01	6,915 SF

RESERVED EASEMENT	
B4309-2	480 SF
72263-2	213 SF



TRACT NO. 13816
M.B. 397 PG. 29-31

INTERSTATE IN CITY OF NORWALK

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD B4309-01-01**

NOT TO SCALE

PORTIONS OF LOTS 12 & 13 + STREET AREA
TRACT NO. 13816 / M.B. 397 PG. 29-31

- ① = R=34.00' ; L=5.47'
② = R=34.00' ; L=36.39'

NOTES

All distances are in feet unless otherwise noted.

LEGEND

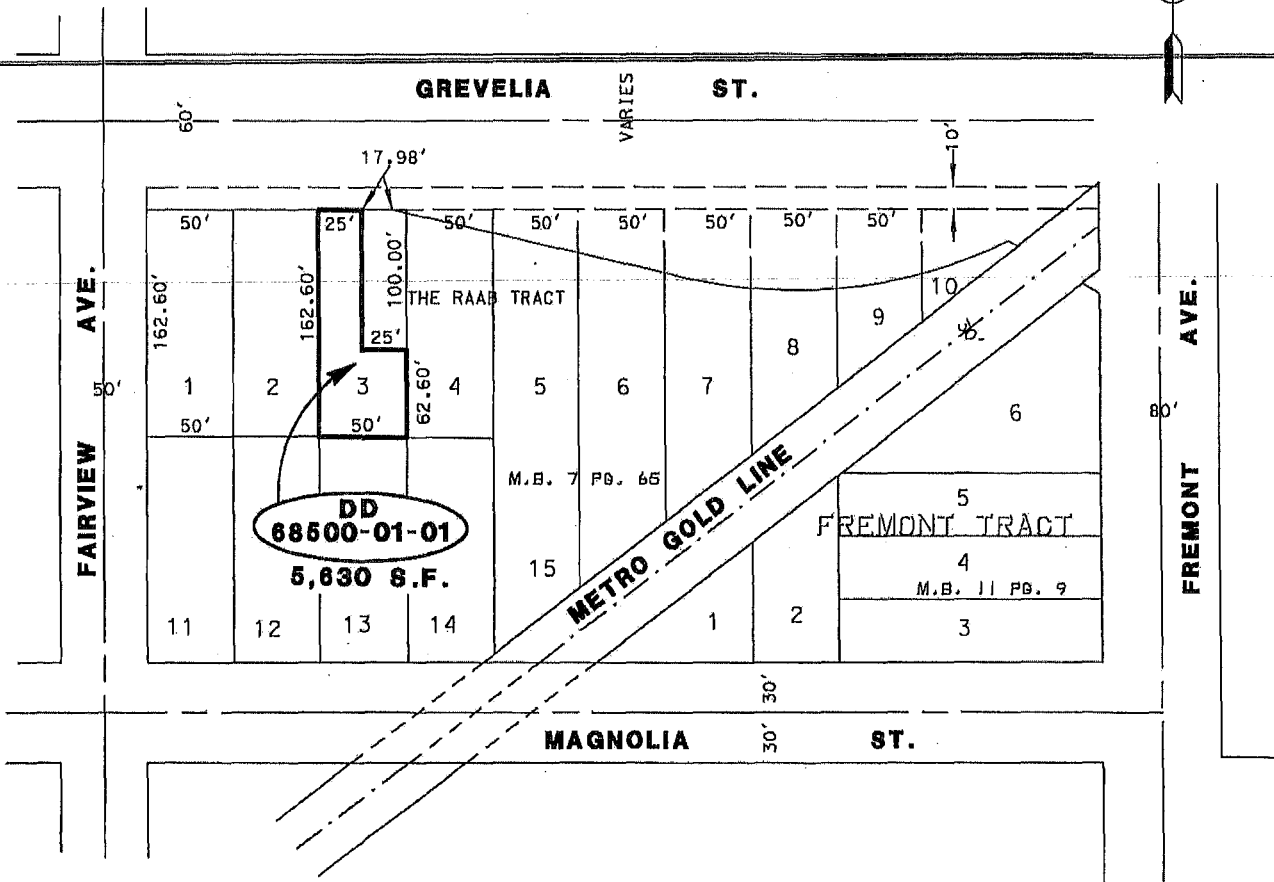
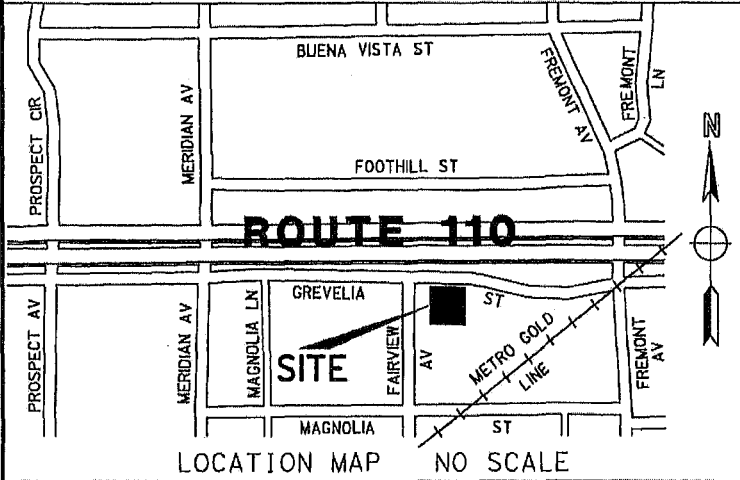
STATE RETAINS ACCESS RIGHTS

REF. MAP: R/W MAP NO. F1157-4				DATE: 08-08-2018	
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	605	7.9	1	1

CITY OF SOUTH PASADENA

DIST	COUNTY	ROUTE	POST MILE
07	LA	710	30.8

PARCEL NO. **AREA**
DD 68500-01-01 **5,830 SF**



CITY OF SOUTH PASADENA

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

1109 GREVELIA STREET
 SOUTH PASADENA, CA 91030
 ASSESSOR IDENTIFICATION NO.
 5315-011-903

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 68500-01-01

SCALE: NOT TO SCALE
 DRWN: ST CHKD: FC
 DATE: 05-09-2017

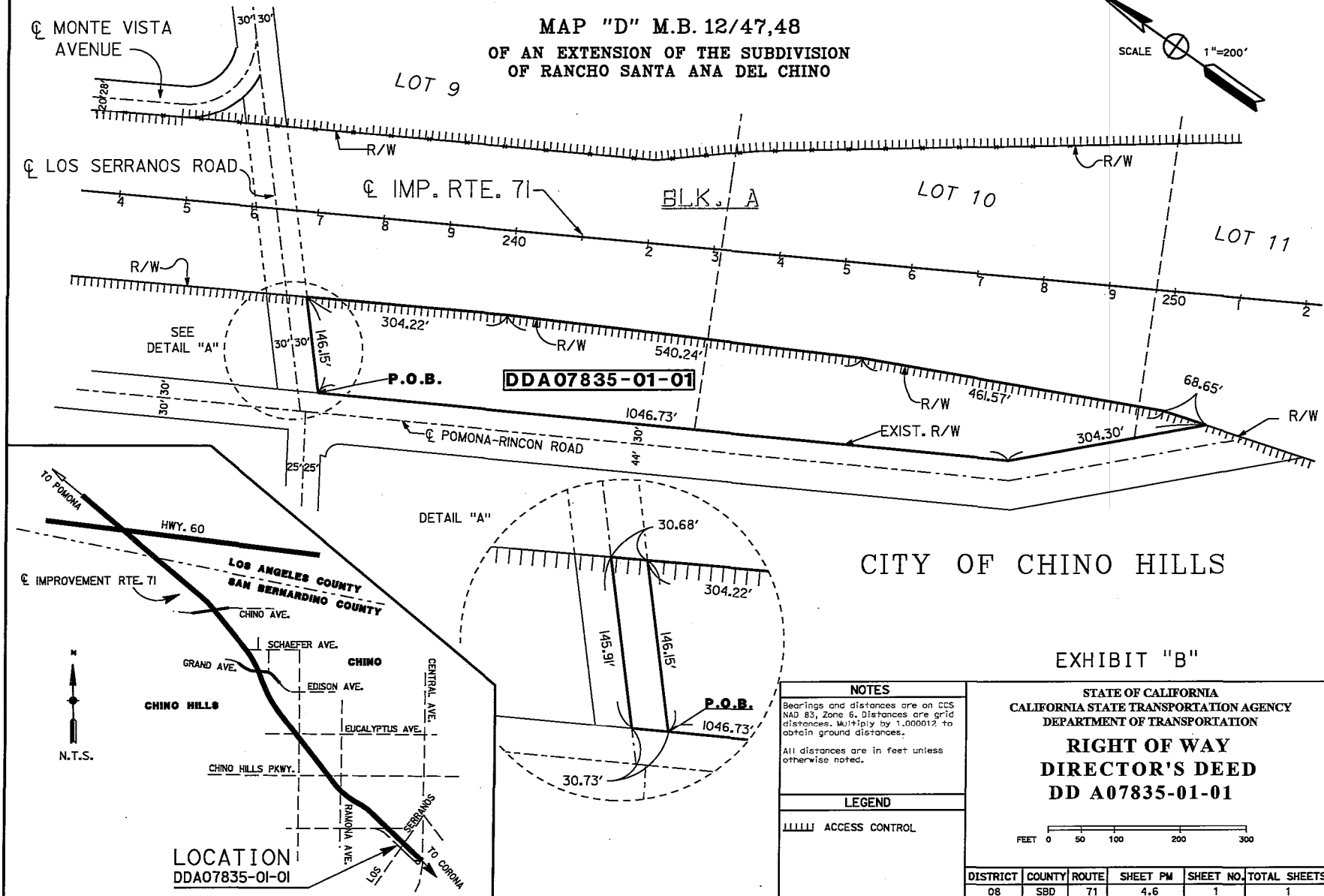
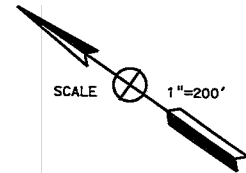
REF. MAP: R/W MAP NO. F1533-5

PARCEL	TOTAL AREA
DDA07835-01-01	3.76 AC

T 2 S, R 8 W SBM
SEC 26

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.

MAP "D" M.B. 12/47,48
OF AN EXTENSION OF THE SUBDIVISION
OF RANCHO SANTA ANA DEL CHINO



NOTES
Bearings and distances are on CCS NAD 83, Zone 6. Distances are grid distances. Multiply by 1.000012 to obtain ground distances.
All distances are in feet unless otherwise noted.

LEGEND
||||| ACCESS CONTROL

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION					
RIGHT OF WAY DIRECTOR'S DEED DD A07835-01-01					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBD	71	4.6	1	1

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"

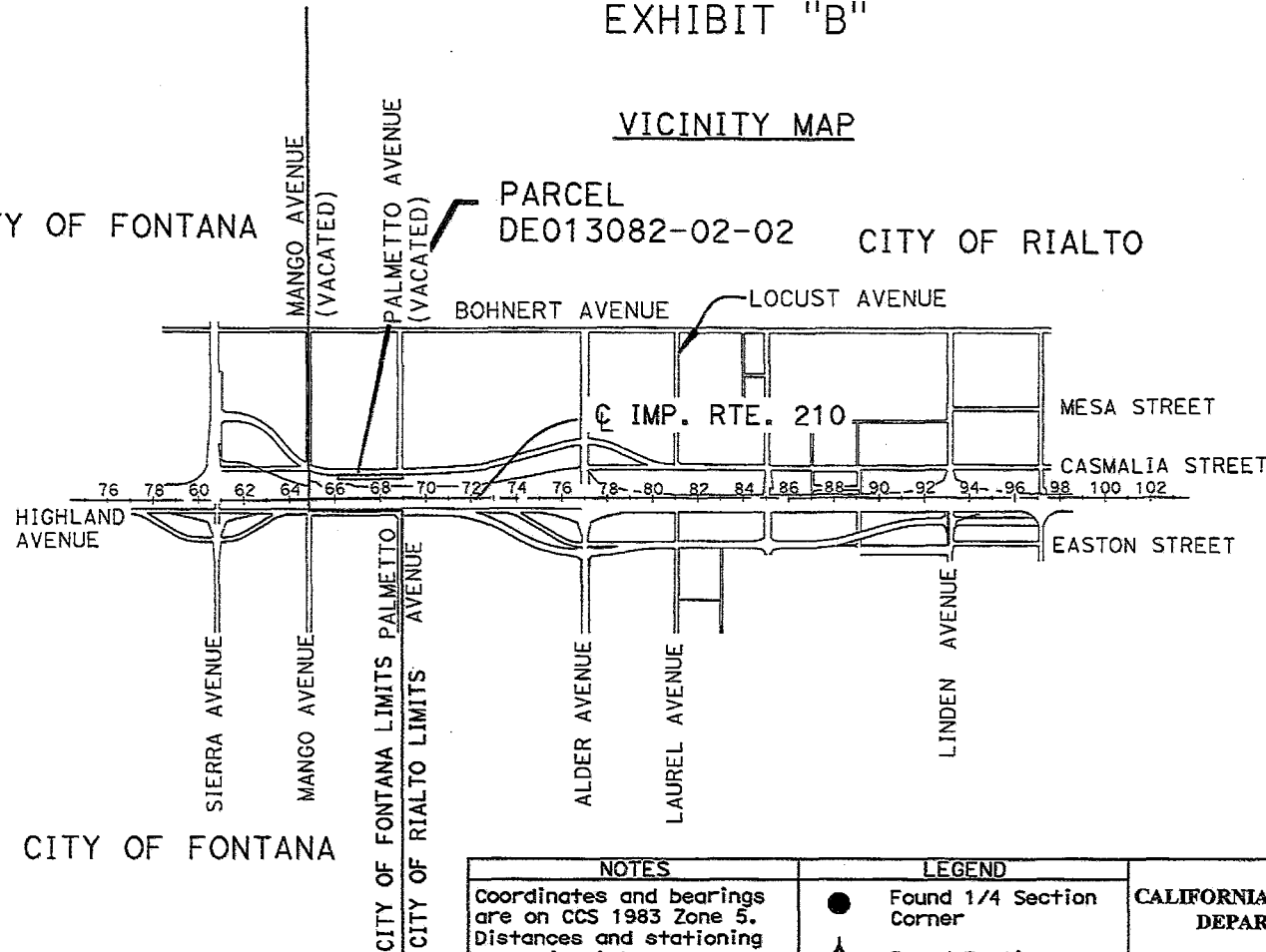
VICINITY MAP



CITY OF FONTANA

PARCEL
DE013082-02-02

CITY OF RIALTO



CITY OF FONTANA

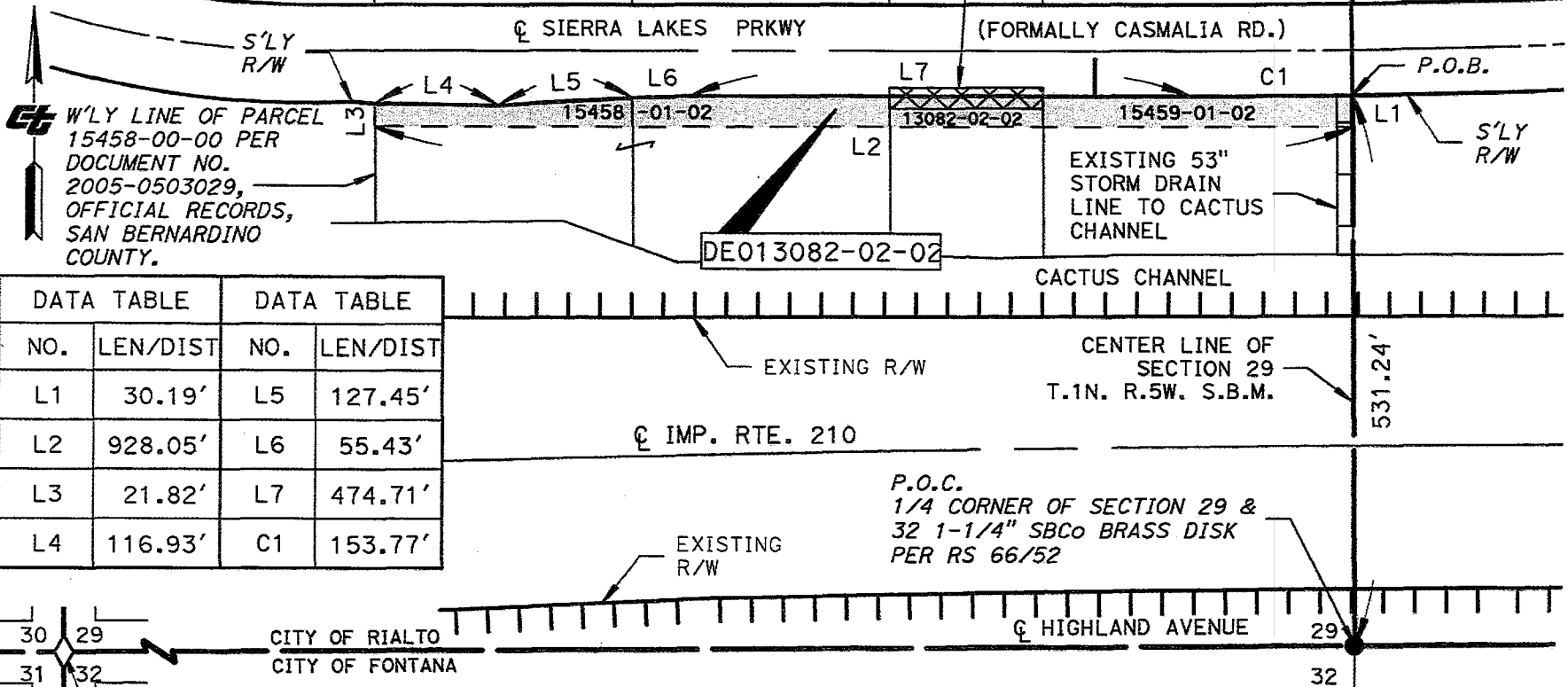
NOTES		LEGEND		STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S EASEMENT DE013082-02-02			
Coordinates and bearings are on CCS 1983 Zone 5. Distances and stationing are grid distances. Divide by 0.999907433 to obtain ground distances. All distances are in feet unless otherwise noted.		●	Found 1/4 Section Corner	NO SCALE			
		◆	Found Section Corner				
		■	New Easement 25,401 Sq. Ft. (0.583 Acres)				
		□	Existing Easement				
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Counts	08/30/18	8	Sbd	210	15.3	1	2

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO
CITY OF RIALTO
T.1N. R.5W., S.B.M.
SECTION 29
SE 1/4 OF THE SW 1/4

LOT 8
M.B. 19 PAGE 92

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.

DE013082-02-01
INJECTION WELL
EASEMENT



NOTES

Coordinates and bearings are on CCS 1983 Zone 5. Distances and stationing are grid distances. Divide by 0.999907433 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

- Found 1/4 Section Corner
- Found Section Corner
- New Easement 25,401 Sq. Ft. (0.583 Acres)
- INJECTION WELL EASEMENT

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTOR'S EASEMENT**
DE013082-02-02

SCALE: 1" = 150'

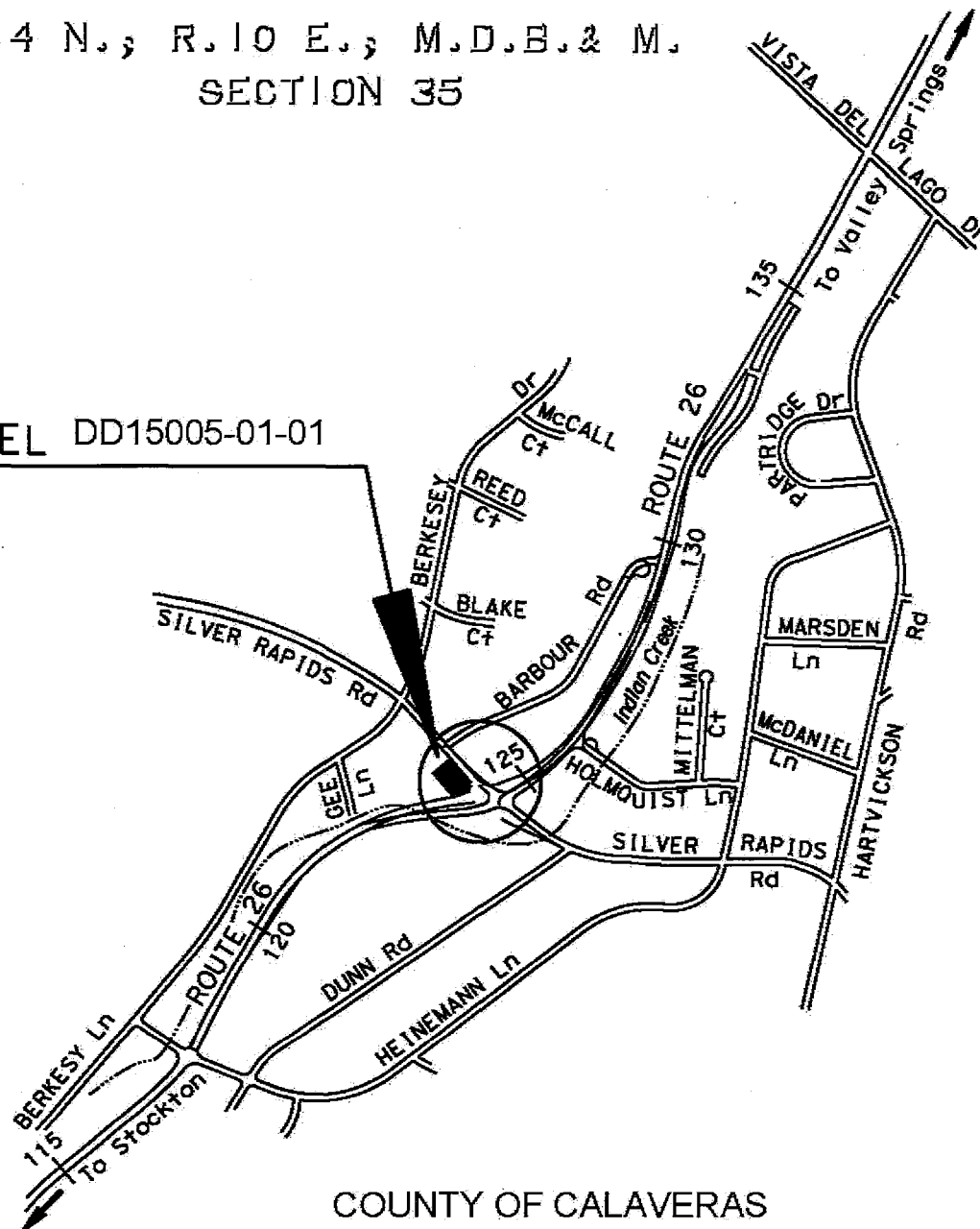
FEET 0 75' 150' 300'

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Counts	08/30/18	8	Sbd	210	15.3	2	2

T.4 N.; R.10 E.; M.D.B. & M.
SECTION 35

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.

PARCEL DD15005-01-01



COUNTY OF CALAVERAS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

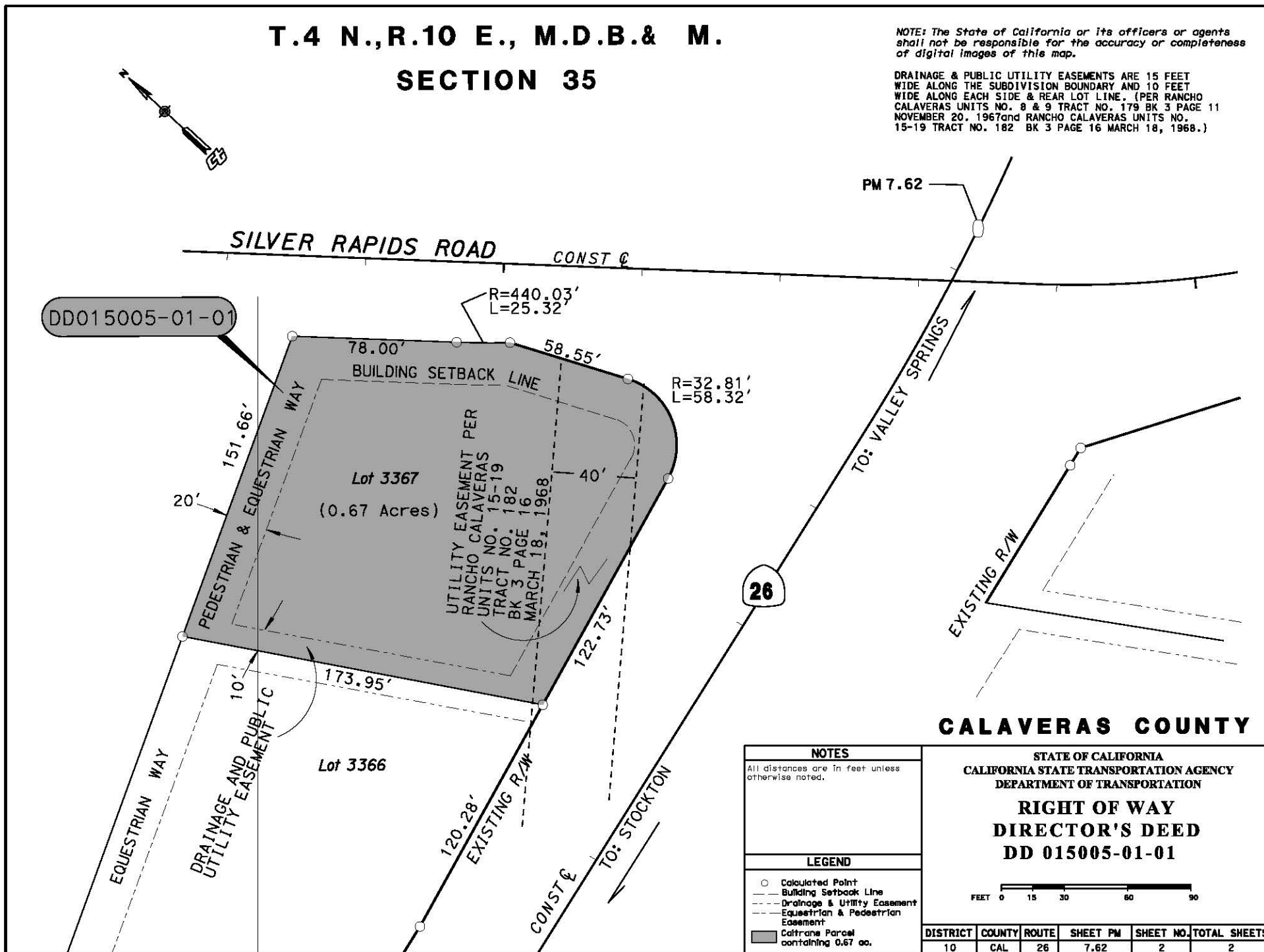
**RIGHT OF WAY
DIRECTOR'S DEED
DD 015005-01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.62	1	2

**T.4 N., R.10 E., M.D.B. & M.
SECTION 35**

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.

DRAINAGE & PUBLIC UTILITY EASEMENTS ARE 15 FEET WIDE ALONG THE SUBDIVISION BOUNDARY AND 10 FEET WIDE ALONG EACH SIDE & REAR LOT LINE. (PER RANCHO CALAVERAS UNITS NO. 8 & 9 TRACT NO. 179 BK 3 PAGE 11 NOVEMBER 20, 1967 and RANCHO CALAVERAS UNITS NO. 15-19 TRACT NO. 182 BK 3 PAGE 16 MARCH 18, 1968.)



CALAVERAS COUNTY

NOTES

All distances are in feet unless otherwise noted.

LEGEND

○

Calculated Point

Building Setback Line

Drainage & Utility Easement

Equestrian & Pedestrian Easement

■

Caltrans Parcel containing 0.67 ac.

STATE OF CALIFORNIA

CALIFORNIA STATE TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY

DIRECTOR'S DEED

DD 015005-01-01

FEET

0

15

30

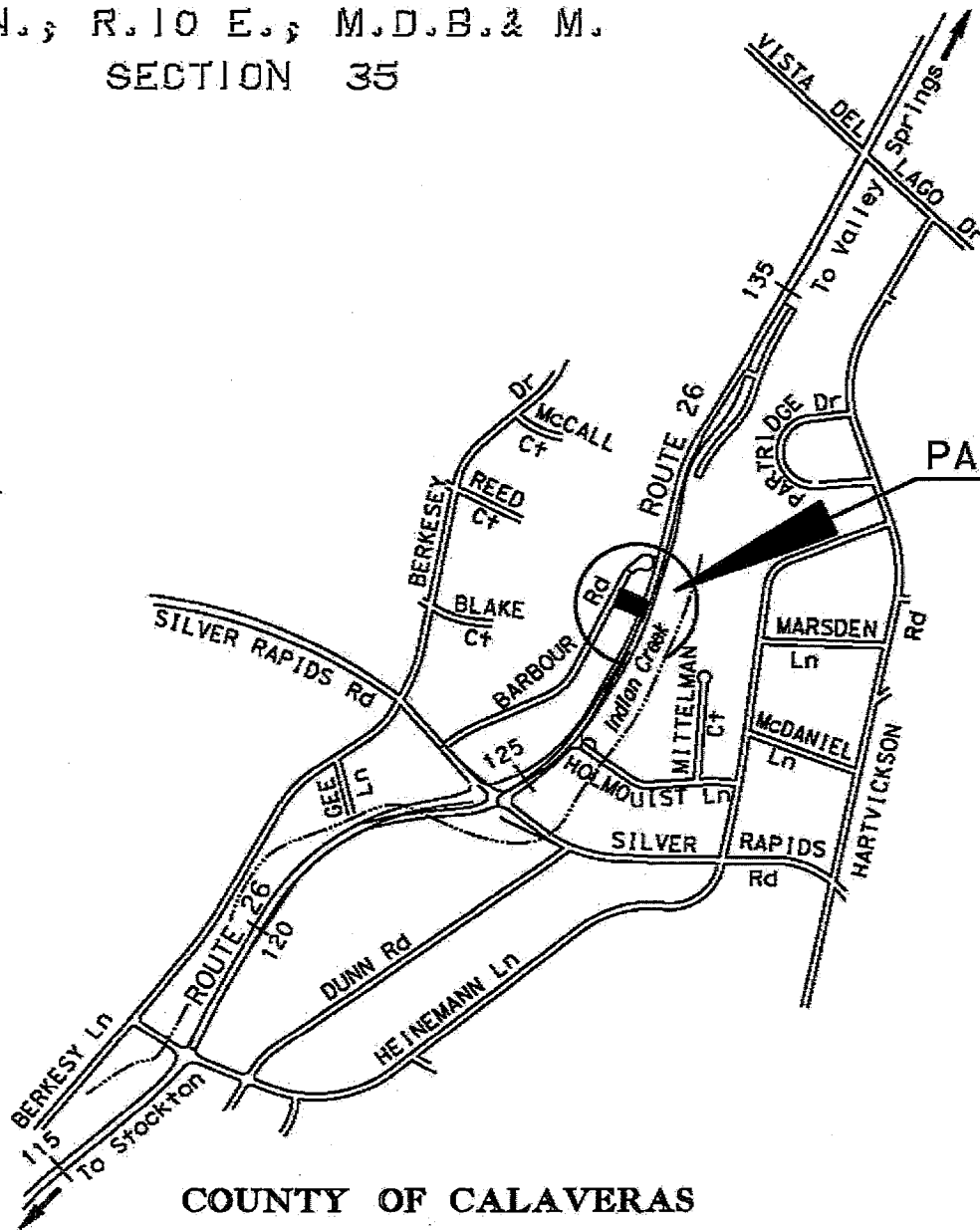
60

90

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.62	2	2

T.4 N., R.10 E., M.D.B. & M.
SECTION 35

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.



PARCEL DD014995-01-01

COUNTY OF CALAVERAS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 014995-01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.9	1	2

T.4 N., R.10 E., M.D.B. & M.

SECTION 35

RANCHO CALAVERAS
UNITS 16 & 17
3/SUB/16

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.

DRAINAGE & PUBLIC UTILITY EASEMENTS ARE 15 FEET WIDE ALONG THE SUBDIVISION BOUNDARY AND 10 FEET WIDE ALONG EACH SIDE & REAR LOT LINE. (PER RANCHO CALAVERAS UNITS NO. 8 & 9 TRACT NO. 179 BK 3 PAGE 11 NOVEMBER 20, 1967 and RANCHO CALAVERAS UNITS NO. 15-19 TRACT NO. 182 BK 3 PAGE 16 MARCH 18, 1968.)

DD014995-01-01

BARBOUR ROAD

CUL-DE-SAC

10' DRAINAGE & PUBLIC UTILITY EASEMENT

Lot 3542

014996-01-01

BUILDING SETBACK LINE

Lot 3543
(0.38 Acres)

10' DRAINAGE & PUBLIC UTILITY EASEMENT

Lot 3544

014994-01-01

NO ACCESS

PM 7.9

EXISTING R/W

To: Valley Springs

26

To: Stockton

CONST. C/L

EXISTING R/W

RANCHO CALAVERAS
UNITS 8 & 9
3/SUB/11

COUNTY OF CALAVERAS

NOTES

ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.

LEGEND

- Calculated Point
- Building Setback Line
- - - Drainage & Utility Easement
- Caltrans Parcel Containing 0.38 Acres.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

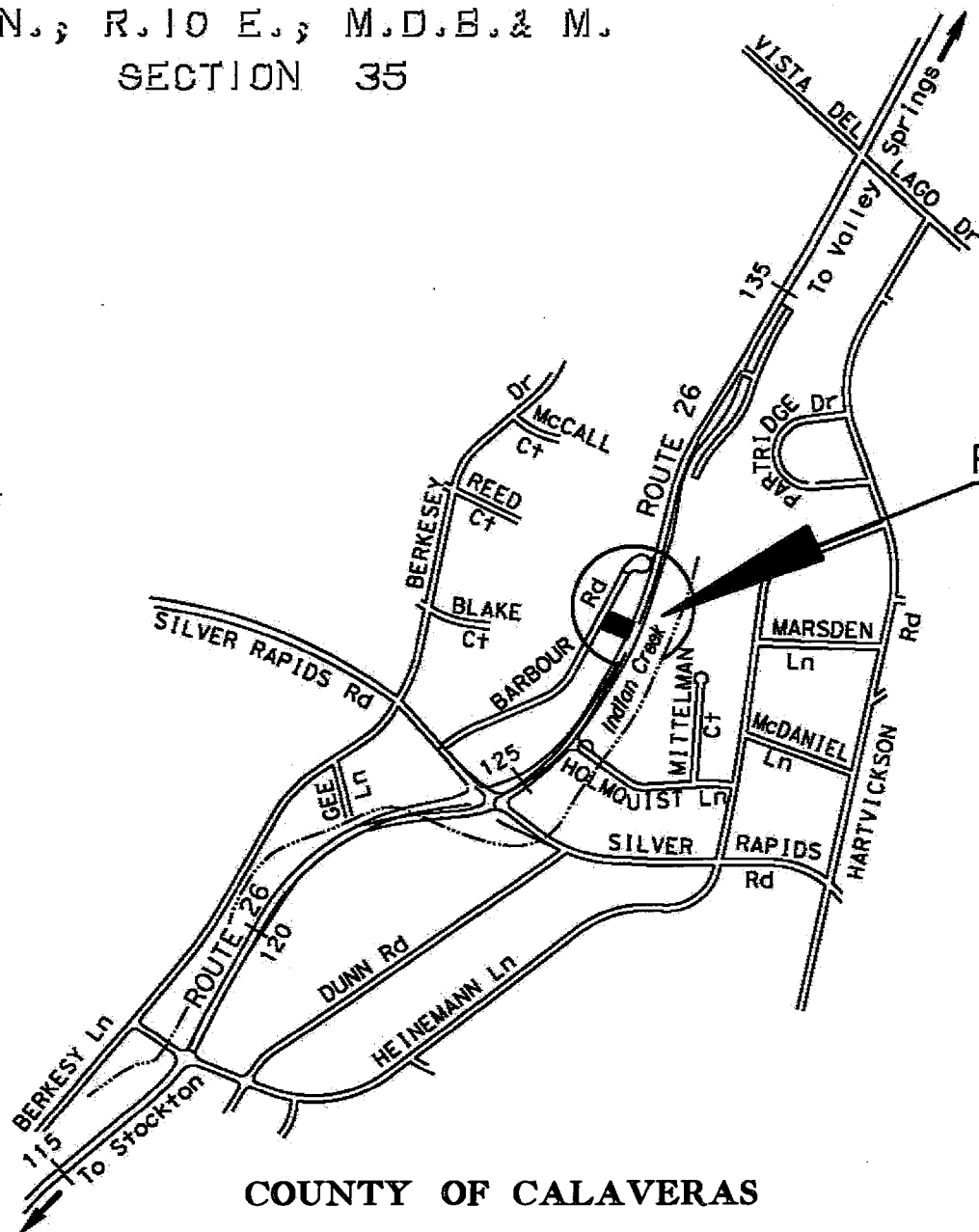
RIGHT OF WAY
DIRECTOR'S DEED
DD 014995-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.9	2	2

T.4 N.; R.10 E.; M.D.B. & M.
SECTION 35

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.



PARCEL DD014996-01-01

COUNTY OF CALAVERAS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 014996-01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.9	1	2

T.4 N., R.10 E., M.D.B. & M. SECTION 35

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.

DRAINAGE & PUBLIC UTILITY EASEMENTS ARE 15 FEET WIDE ALONG THE SUBDIVISION BOUNDARY AND 10 FEET WIDE ALONG EACH SIDE & REAR LOT LINE. (PER RANCHO CALAVERAS UNITS NO. 8 & 9 TRACT NO. 179 BK 3 PAGE 11 NOVEMBER 20, 1967 and RANCHO CALAVERAS UNITS NO. 15-19 TRACT NO. 182 BK 3 PAGE 16 MARCH 18, 1968.)

RANCHO CALAVERAS
UNITS 16 & 17
3/SUB/16

DD014996-01-01

BARBOUR ROAD

10' DRAINAGE & PUBLIC
UTILITY EASEMENT

BUILDING SETBACK LINE

10' DRAINAGE & PUBLIC
UTILITY EASEMENT

Lot 3541

Lot 3542
(0.39 Acres)

014995-01-01

Lot 3543

Lot 3544
014994-01-1

CUL-DE-SAC

NO
ACCESS

R=2736.22' L=150.00'

EXISTING R/W

To: Valley Springs

PM 7.9

CONST. C/L

26

To: Stockton

COUNTY OF CALAVERAS

EXISTING R/W

NOTES

All distances are in feet unless otherwise noted.

LEGEND

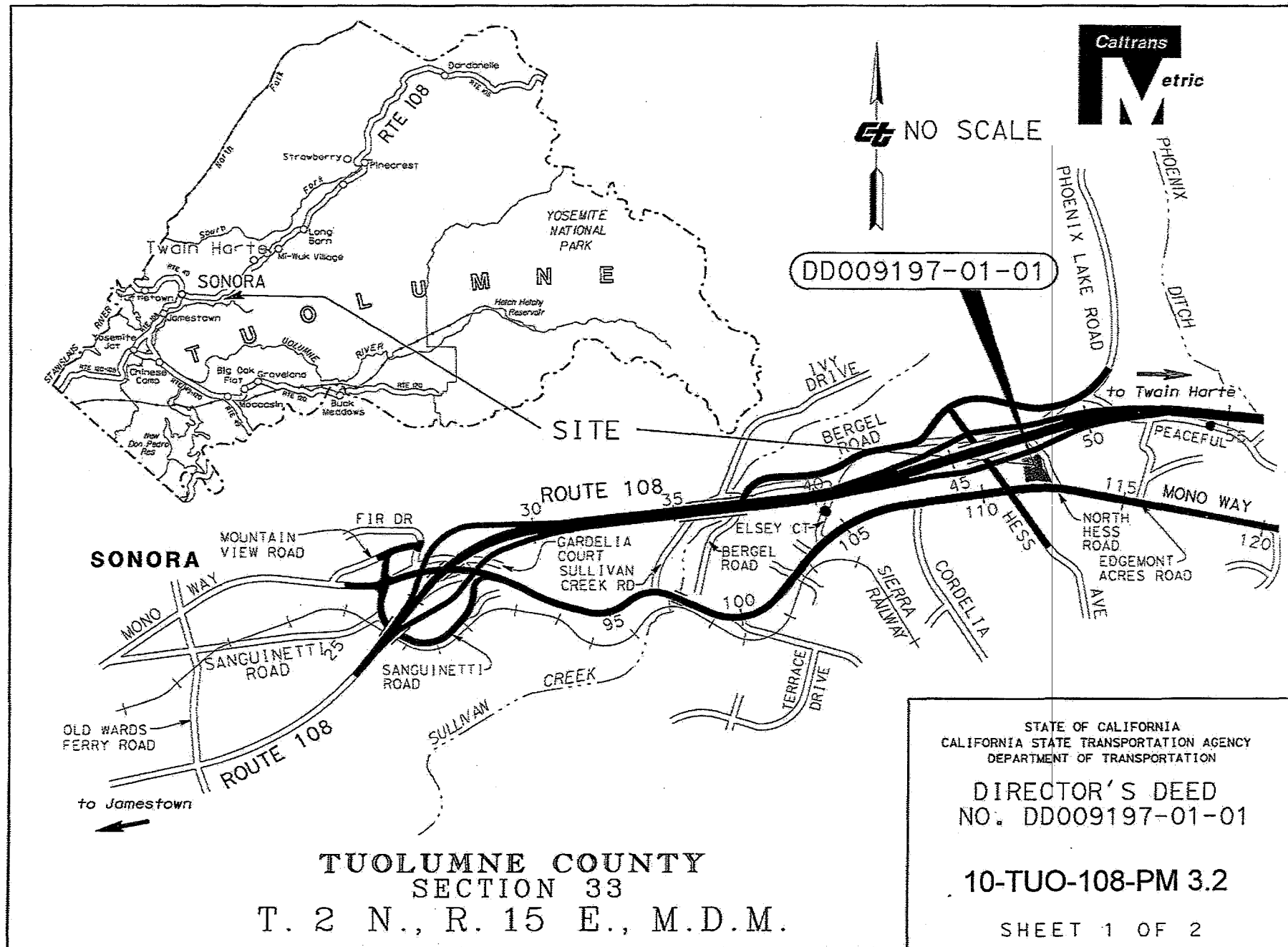
- Calculated Point
- Building Setback Line
- - - Drainage & Utility Easement
- Caltrans Parcel Containing 0.39 Acres

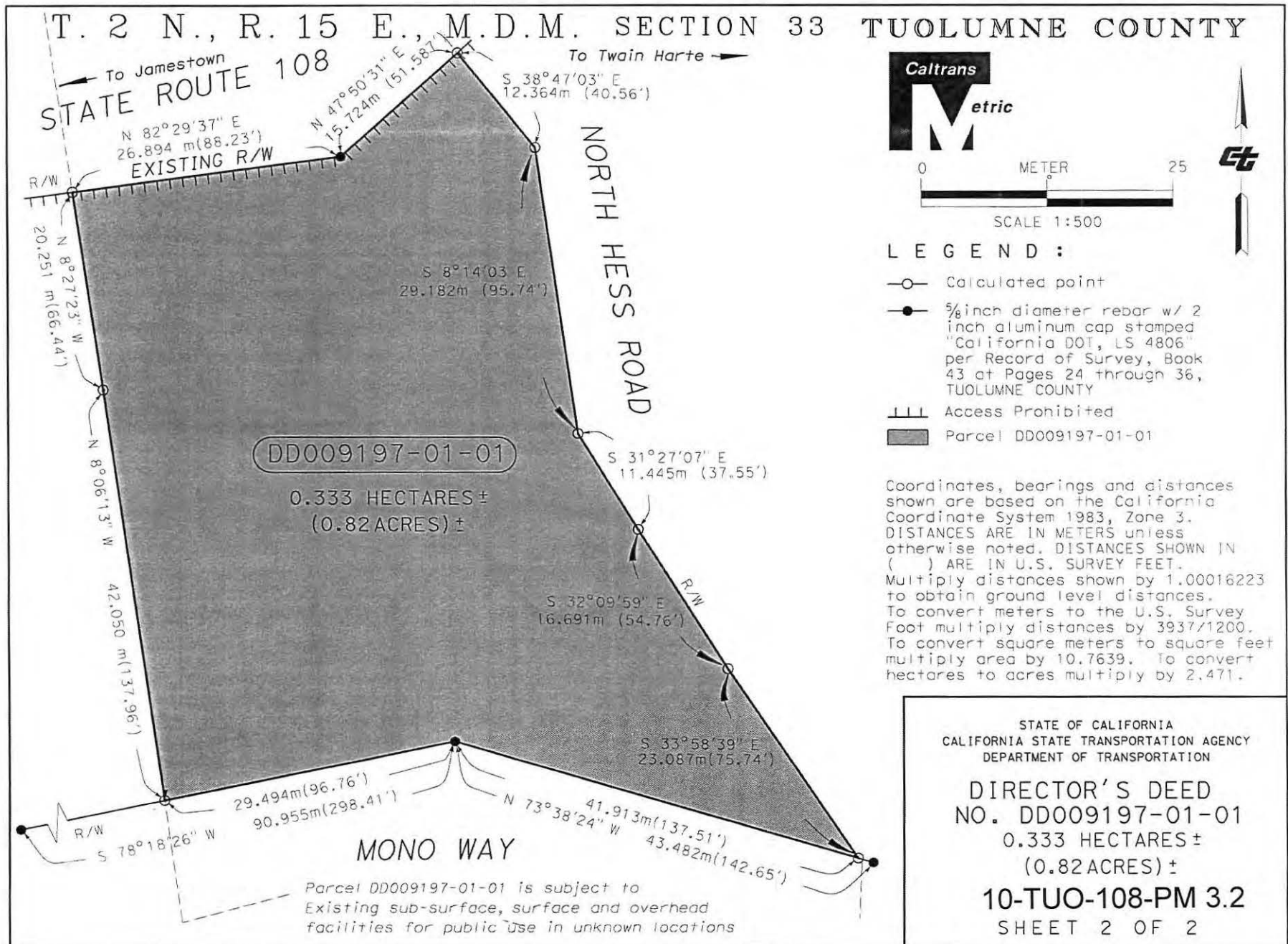
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTOR'S DEED**
DD 014996-01-01

FEET 0 15 30 60 90

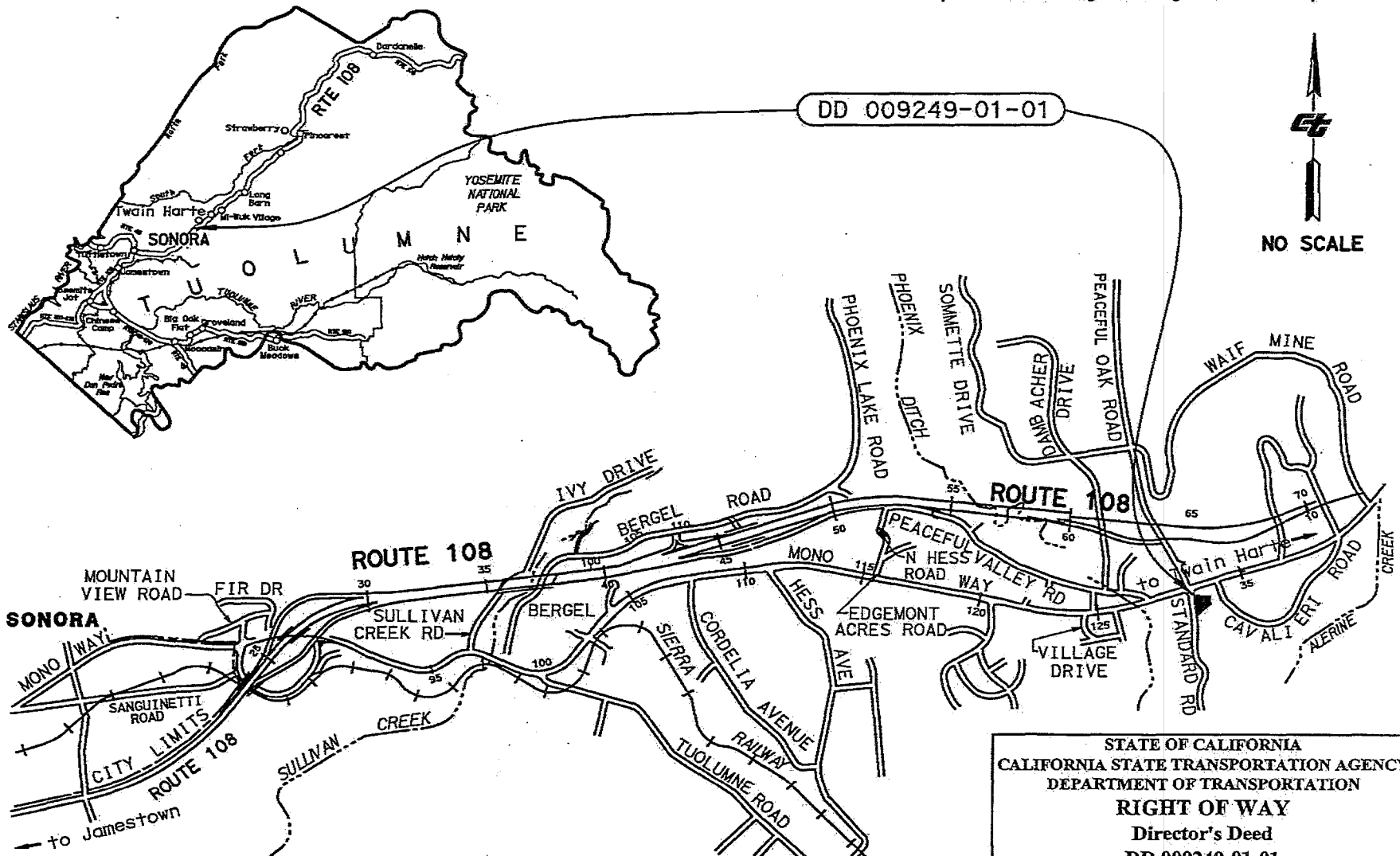
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	CAL	26	7.9	2	2

0.39 acre





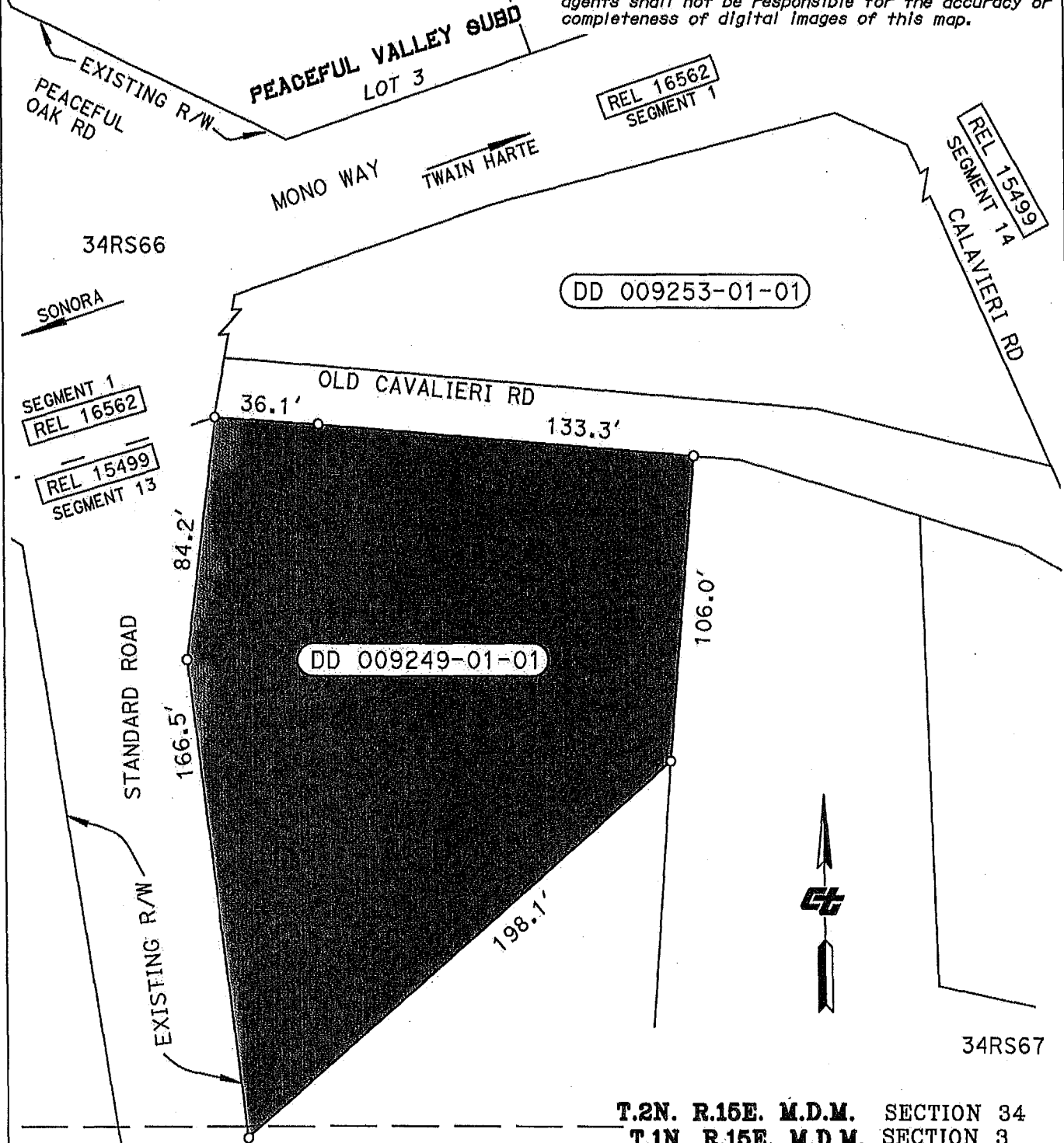
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.




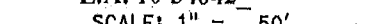


DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Turner	1/9/2017	10	TUO	108	4.2	1	2

COUNTY OF TUOLUMNE

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



T.2N. R.15E. M.D.M. SECTION 34
T.1N. R.15E. M.D.M. SECTION 3

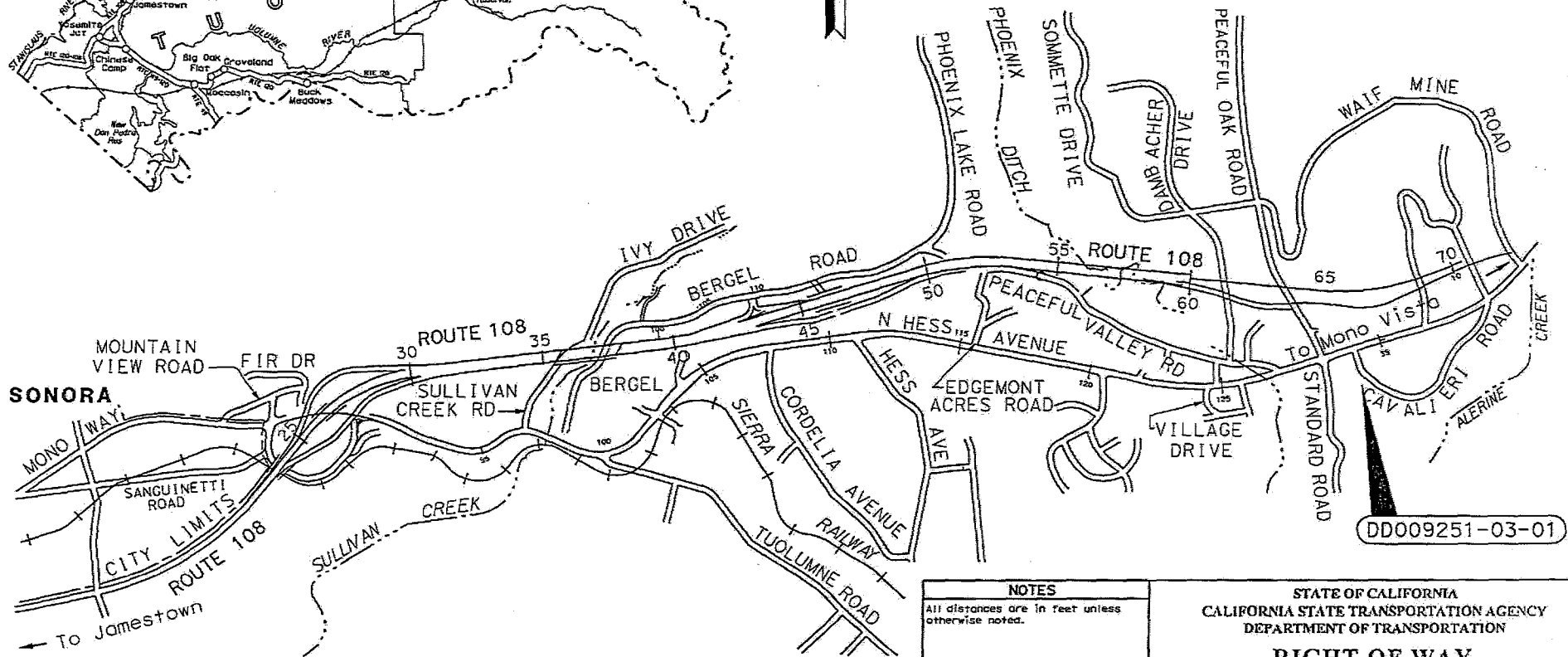
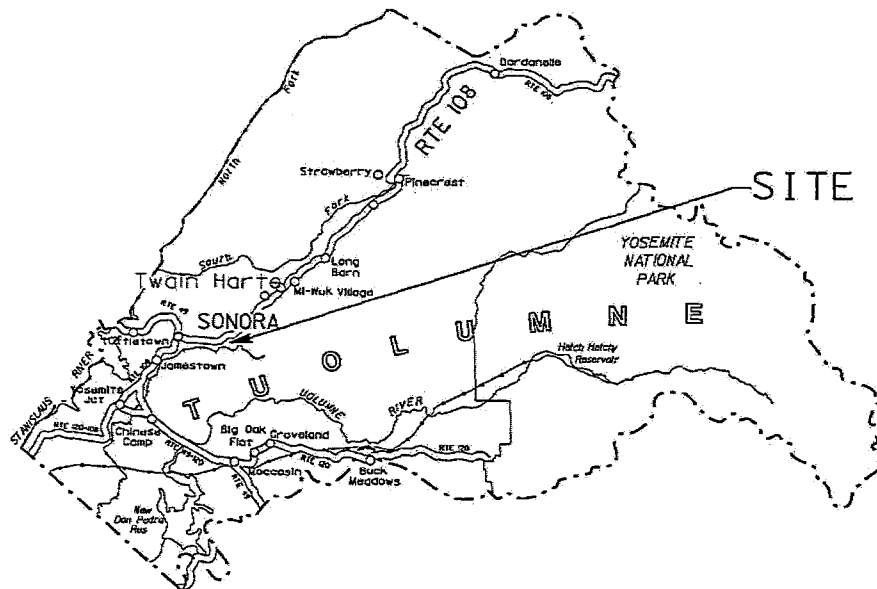
NOTES		LEGEND			STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY Director's Deed DD 009249-01-01 E.A. 10-34042 SCALE: 1" = 50'		
Coordinates and bearings are on CCS 1983(1991.35) Zone 3. Distances and stationing are grid distances. Divide by 0.9998378 to obtain ground distances. All distances are in feet unless otherwise noted.			Caltrans Parcel, 0.69 acres, more or less				
			Dimension Point				
			Relinquished to Tuolumne County				
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Turner	1/9/2016	10	TUO	108	4.2	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NO SCALE

SITE



DD009251-03-01

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 009251-03-01
NO SCALE**

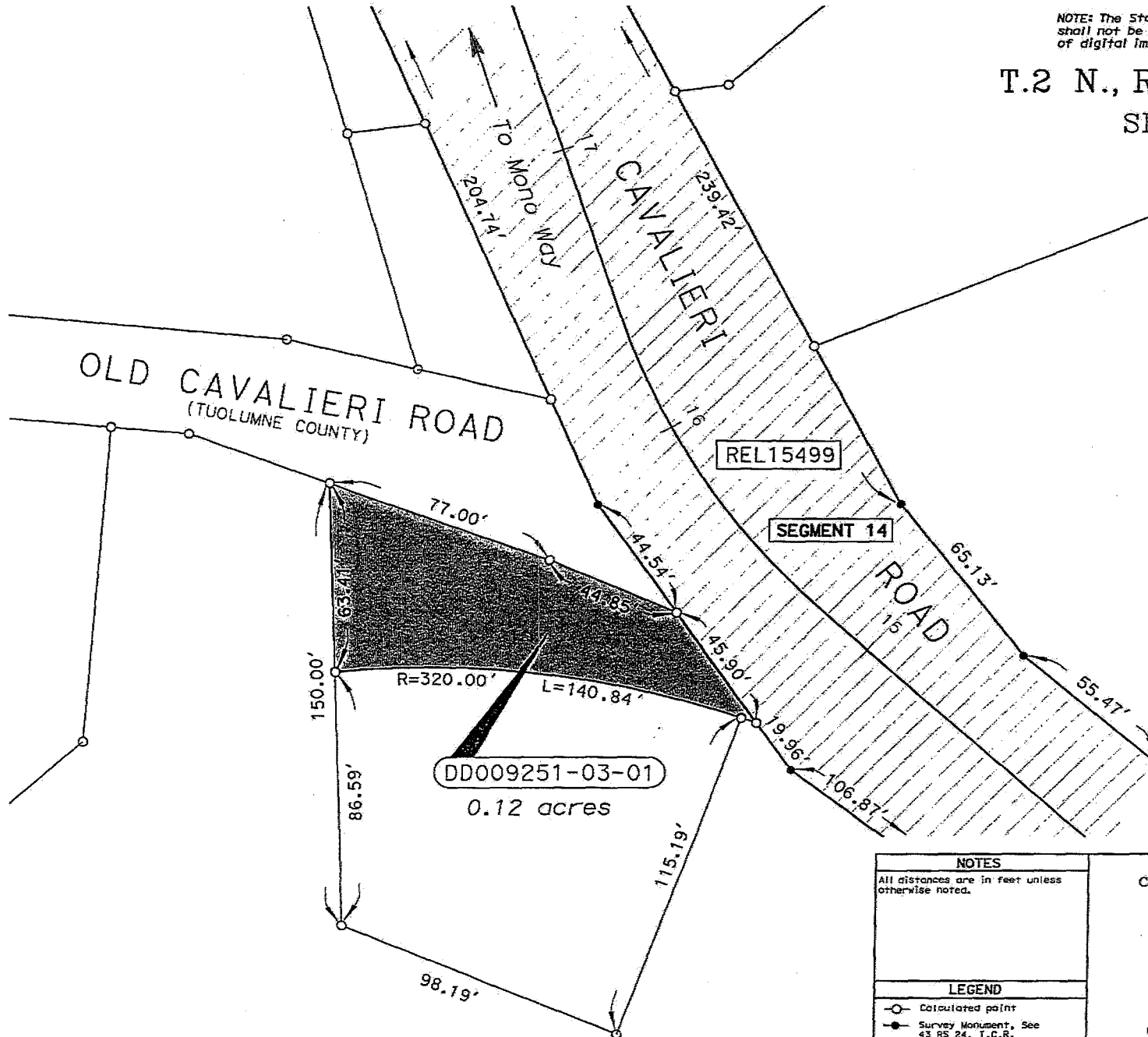
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	TUO	108	4.2	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T.2 N., R.15 E., M.D.B. & M.
SECTION 34



SCALE: 1" = 50'



NOTES
All distances are in feet unless otherwise noted.

LEGEND
 Calculated point
 Survey Monument, See 43 RS 24, T.C.R.
 Parcel DD009251-01-01 fee
 Relinquished to Tuolumne County Doc. No. 2004024552

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 009251-03-01**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	TUO	108	4.2	2	2

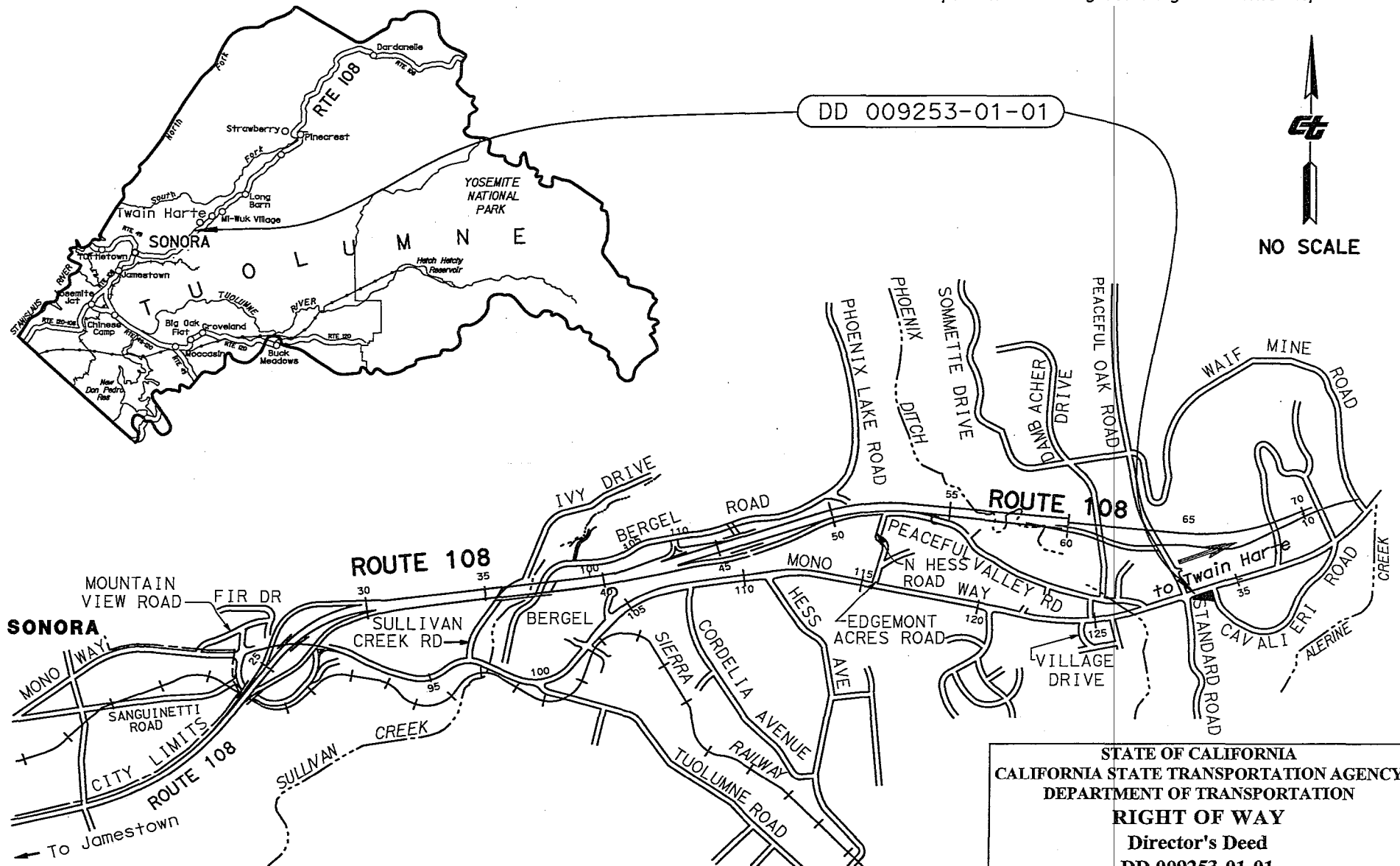
COUNTY OF TUOLUMNE

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.

DD 009253-01-01



NO SCALE

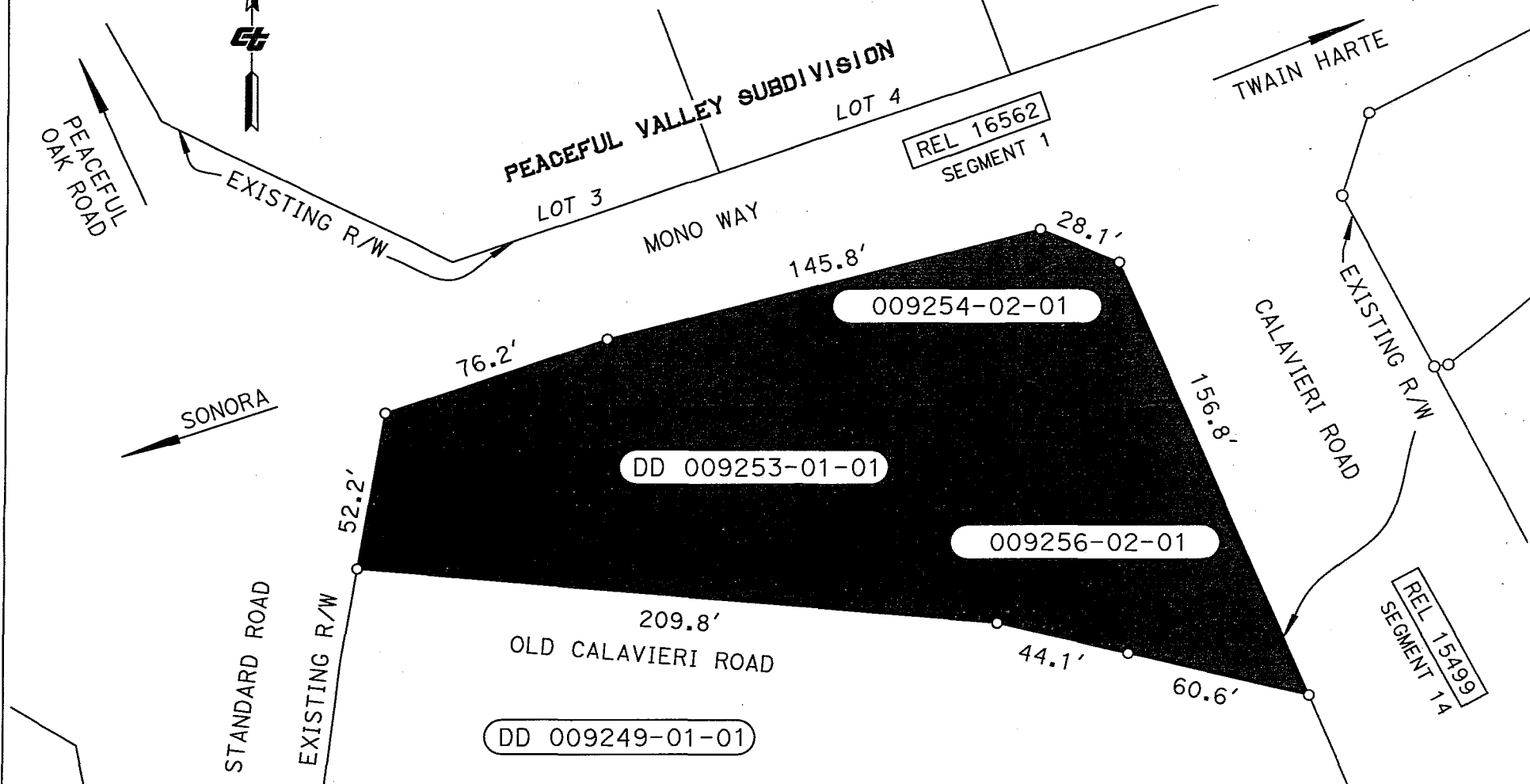


STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DD 009253-01-01
E.A. 10-34042_

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Turner	11/18/2016	10	TUO	108	4.2	1	2


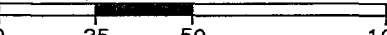
**T.2N. R.15E. M.D.M.
SECTION 34**

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.



REL 15499
SEGMENT 13

REL 15499
SEGMENT 14

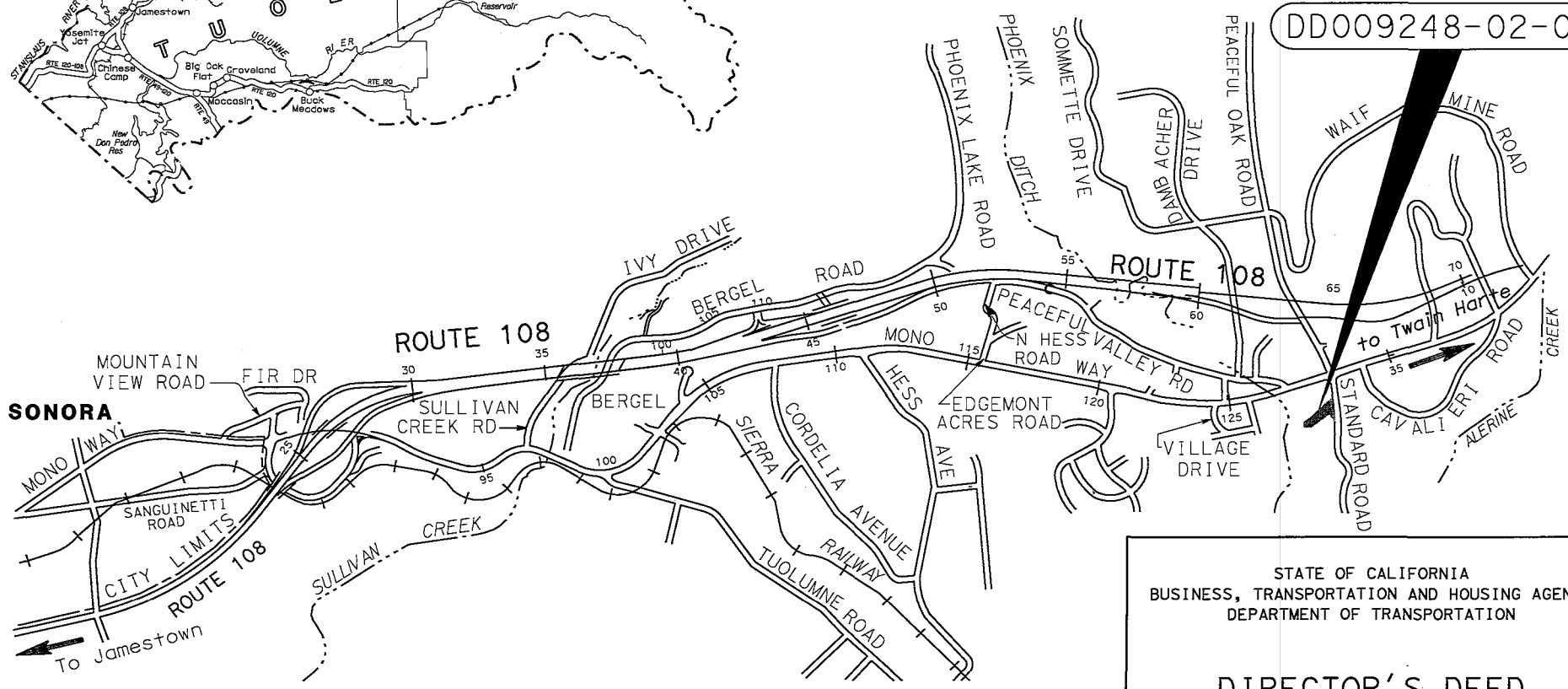
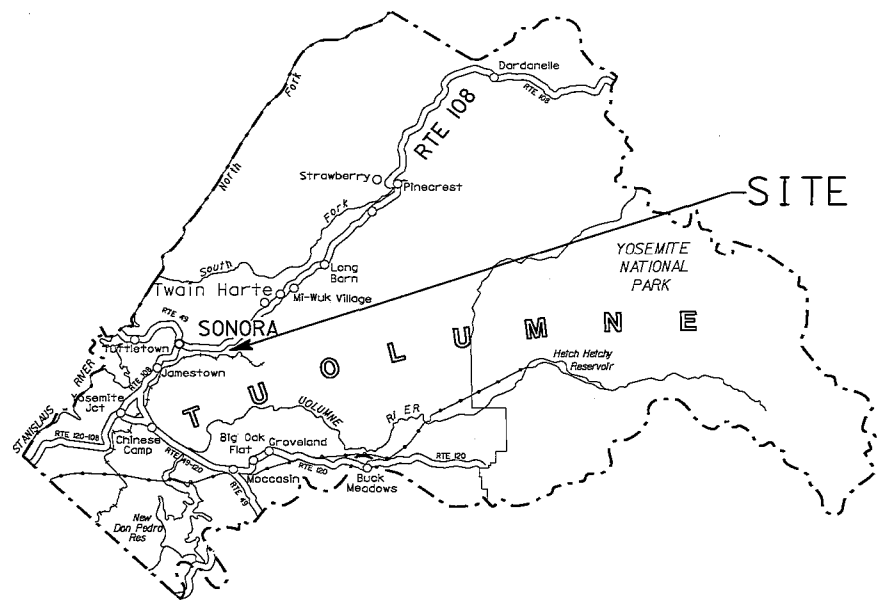
NOTES		LEGEND		STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY Director's Deed DD 009253-01-01 E.A. 10-34042 SCALE: 1" = 50'			
Coordinates and bearings are on CCS 1983(1991.35) Zone 3. Distances and stationing are grid distances. Divide by 0.9998378 to obtain ground distances. All distances are in feet unless otherwise noted.			Caltrans Parcel, 0.64 acres, more or less				
		O	Dimension Point				
		<div>REL #####</div>	Relinquishment to Tuolumne County				
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Turner	11/18/2016	10	TUO	108	4.2	2	2

COUNTY OF TUOLUMNE



NO SCALE

DD009248-02-01

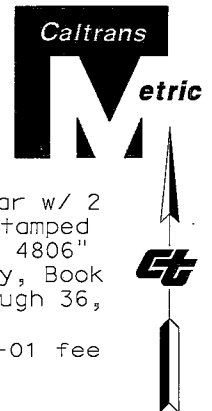


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
NO. DD009248-02-01
10-TUO-108
PM 4.6 (KP7.4)
SHEET 1 OF 2

T. 2 N., R. 15 E., M.D.M. SECTION 34

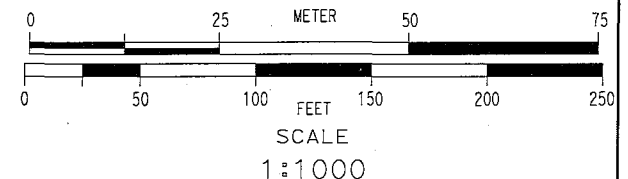
TUOLUMNE COUNTY



LEGEND :

- Calculated point
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY
- ▨ Parcel DD009248-02-01 fee

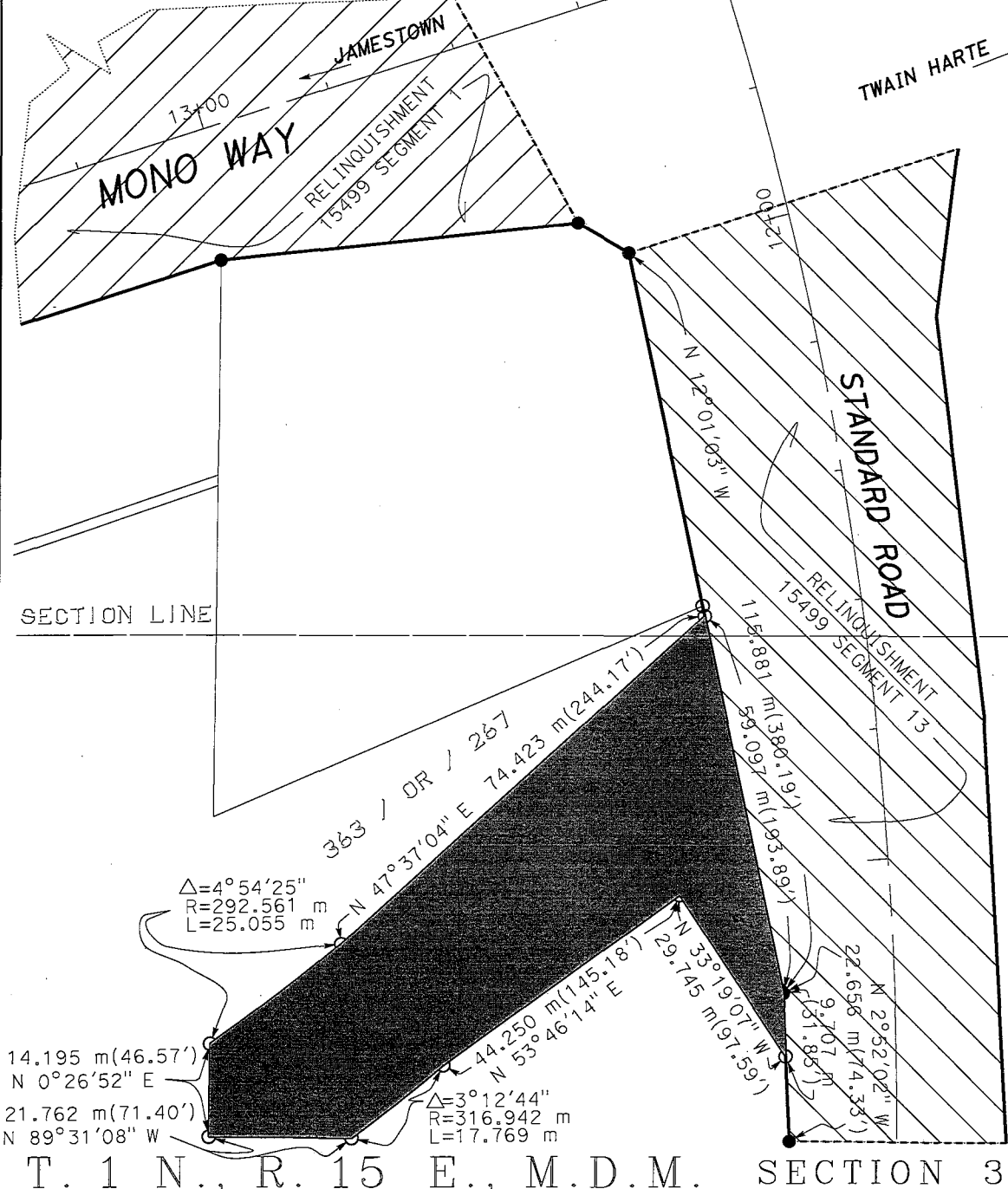
Coordinates, bearings and distances shown are based on the California Coordinate System 1983, Zone 3. DISTANCES ARE IN METERS unless otherwise noted. DISTANCES SHOWN IN () ARE IN U.S. SURVEY FEET. Multiply distances shown by 1.00016223 to obtain ground level distances. To convert meters to the U.S. Survey Foot multiply distances by 3937/1200. To convert square meters to square feet multiply area by 10.7639. To convert hectares to acres multiply by 2.471.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
NO. DD009248-02-01
0.274 HECTARES ±
(0.68 ACRES) ±

10-TUO-108-PM 4.6 (KP 7.4)
SHEET 2 OF 2



T. 1 N., R. 15 E., M.D.M. SECTION 3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.2c.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jeremy Ketchum, Chief (Acting)
Division of Environmental
Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-19-15, E-19-16, E-19-17, E-19-18, E-19-19, E-19-20, E-19-21, E-19-22, E-19-23, E-19-24, E-19-25, E-19-26, E-19-27, and E-19-28?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-19-15, E-19-16, E-19-17, E-19-18, E-19-19, E-19-20, E-19-21, E-19-22, E-19-23, E-19-24, E-19-25, E-19-26, E-19-27, and E-19-28.

BACKGROUND:

01-DN-199, PM 6.65/36.27 **RESOLUTION E-19-15**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 199 (SR 199) in Del Norte County. Replace existing culverts on a portion of SR 199 in Del Norte County. (PPNO 1055)

This project is located on SR 199 in Del Norte County. The project proposes to replace or rehabilitate eleven deteriorating culverts and improve fish passage through the Griffin Creek culvert. The project also proposes to replace portions of the existing drainage system. This proposed project addresses the deficient drainage facilities and prevention of stream fish migration. This project is fully funded and programmed in the 2018 State Highway Operations and Protection Program (SHOPP) for approximately \$5.1 million, construction is estimated to begin in Fiscal Year 2021-22. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 1

01-Hum-101, PM 75.3/77.6
RESOLUTION E-19-16

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 101 (U.S. 101) in Humboldt County. Construct ADA improvements on a portion of U.S. 101 in the city of Eureka. (PPNO 2346)

This project is located on U.S. 101 in the city of Eureka in Humboldt County. The project proposes to construct Americans with Disabilities Act (ADA) improvements. The proposed project includes replacing or installing curb ramps, sidewalks, driveways, splitter islands and accessible pedestrian signals at existing signalized intersections. The project also proposes to include drainage improvements and addresses the need for ADA upgrades at this location of high traffic and pedestrian volume. This project is fully funded and programmed in the 2018 SHOPP for approximately \$8.97 million, construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 2

01-Lak-29, PM 12.7/14.5
RESOLUTION E-19-17

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 29 (SR 29) in Lake County. Widen shoulders on a portion of SR 29 near Lower Lake in Lake County. (PPNO 3102)

This project is located on SR 29 between Middletown and Lower Lake in Lake County. The project proposes to widen shoulders. The proposed project includes replacing or repairing drainage facilities, extending existing and installing new guardrail, installing rail element walls, applying asphalt overlay, installing centerline and rumble strips and high visibility striping. The project proposes to address the need to reduce the frequency, type and severity of collisions. This project is fully funded and currently programmed in the 2018 SHOPP for

approximately \$14.97 million, construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: aesthetics and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, disturbed areas will be replanted with native vegetation, 12.5 acres of blue oak woodland will be preserved off-site, and a revegetation plan will be prepared for disturbed riparian habitat. As a result, an MND was completed for this project.

Attachment 3

02-Las-299, PM 18.5/25.6, 02-Mod-299, PM 0.5/0.5, 1.1/1.8, 02-Mod-139, PM 0.1
RESOLUTION E-19-18

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 299 (SR 299) and State Route 139 (SR 139) in Lassen and Modoc Counties. Rehabilitate a portion of SR 299 in Lassen and Modoc Counties. (PPNO 3467)

This project is located on various locations along SR 299 and SR 139 in Lassen and Modoc Counties. This project proposes to reduce the amount of distressed lane miles by restoring the roadway to a condition of minimal maintenance for a 20-year design life. This proposed project addresses the existing poor pavement condition, late stages of deterioration, and the roadway's substandard lighting. The project also proposes widening shoulders, reconstruct driveway approaches, and updating the Intelligent Transportation System (ITS) elements. This project is fully funded and programmed in the 2018 SHOPP for approximately \$25.2 million, construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: water quality, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, Environmentally Sensitive Areas shall be fenced, pre-construction surveys will be conducted for Special Status Wildlife Species, and compensatory mitigation will be completed as required by regulatory permit agencies. As a result, an MND was completed for this project.

Attachment 4

03-But-162, PM 18.46/19.85
RESOLUTION E-19-19

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 162 (SR 162) in Butte County. Widen a portion of SR 162 in the city of Oroville. (PPNO 2635)

This project is located on SR 162 in the city of Oroville in Butte County. The project proposes to widen shoulders. The proposed project will provide a two way left turn lane, standard shoulders, and a clear recovery zone. The project also proposes to construct drainage ditches, culverts, sound and retaining walls, and sidewalks. The proposed project addresses the issues of multiple existing driveways along this portion of SR 162 and the need to provide a safe means of travel, and alleviate traffic congestion due to vehicle use of these driveways. This project is fully funded and currently programmed in the 2018 SHOPP for approximately \$22.4 million, construction is estimated to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, compensation for disturbed wetlands with ratios to be determined during the permitting process, and compensation for permanent fill of waters of the United States with ratios to be determined during the permitting process. As a result, an MND was completed for this project.

Attachment 5

03-Sut,Yub-20, PM 17.0/17.1, 0.0/0.4
RESOLUTION E-19-20

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 20 (SR 20) in Sutter and Yuba Counties. Repair scour damage on an existing bridge in the cities of Yuba City and Marysville. (PPNO 8140)

This project is located on SR 20 at the Feather River Bridge (No.18-009) in Yuba City in Sutter County and the city of Marysville in Yuba County. The proposed project is a bridge scour mitigation and pier retrofit. The project also proposes to place rock slope protection. The proposed project addresses the need to protect piers and the structural integrity of the bridge as well as reducing existing and future scour. The proposed project is fully funded and currently programmed in the 2018 SHOPP for approximately \$36.6 million.

Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, impacts to waters of the United States will be mitigated through in-lieu-fees, loss of riparian habitat will be mitigated through the purchase of credits at an approved mitigation bank, work and impacts to Special Status aquatic species will be mitigated by an approved mitigation bank. As a result, an MND was completed for this project.

Attachment 6

04-Son-121, PM 3.36/6.50
RESOLUTION E-19-21

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 121 (SR 121) in Sonoma County. Construct safety improvements on a portion of SR 121 near the community of Schellville. (PPNO 0738)

This project is located on SR 121 near the community of Schellville in Sonoma County. The project proposes to reduce the occurrences of cross-centerline and rear-end collisions on this portion of roadway. The proposed project will also widen shoulders, upgrade curves, add two way left turn lanes at various locations, and install rumble strips. The project proposes to address the higher than statewide average of cross centerline accidents and fatalities at this project location during a five-year period (Two and Three Lane Safety Monitoring Report). This project is fully funded and programmed in the 2018 SHOPP for approximately \$43.5 million. Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 7

06-Tul-190, PM 34.7/39.4
RESOLUTION E-19-22

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 190 (SR 190) in Tulare County. Replace existing culverts along SR 190 in Tulare County. (PPNO 6286)

This project is located on SR 190 between Springville and Camp Nelson, both census designated areas in Tulare County. The project proposes to replace deteriorated culverts at seven locations and upgrade existing guardrail. The proposed project addresses existing failing culverts inability to maintain proper drainage. The project also proposes to bring guardrails up to current design standards. This project is currently funded and programmed in the 2018 SHOPP for approximately \$5.9 million. Construction is estimated to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, credits will be purchased at an approved mitigation bank for impacts to riparian habitat, and all disturbed riparian habitat will be revegetated with approved riparian vegetation. As a result, an MND was completed for this project.

Attachment 8

07-LA-91, PM 16.9/19.8, 07-LA-605, PM 5.0/5.8
RESOLUTION E-19-23

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 91 (SR 91) and Interstate 605 (I-605) in Los Angeles County. Widen and construct roadway improvements on a portion of SR 91 and I-605 in the cities of Cerritos and Artesia. (PPNO 5388)

This project is located on SR 91 from Shoemaker Avenue to I-605, and on I-605 from Alondra Boulevard to the I-605/SR 91 Interchange in the cities of Cerritos and Artesia. The purpose of the project is to reduce congestion and improve freeway operations, safety and local and system interchange operations. The proposed project includes additional freeway mainline capacity leading to westbound SR 91 connector ramp to northbound and southbound I-605, improvements to freeway entrance and exit ramps in the westbound direction of SR 91 and operational improvements for the northbound I-605 at the Alondra Boulevard off-ramp. This project proposes to address the inadequate capacity of the existing

two-lane connector for westbound SR 91 to I-605. This project is fully funded and currently programmed in the 2018 State Transportation Improvement Program (STIP) for approximately \$187.8 million. Construction is estimated to begin in 2022. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 STIP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 9

08-Riv-15, PM 49.8/52.3, 08-SBd-15, PM 0.0/12.2
RESOLUTION E-19-24

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 15 (I-15) in Riverside and San Bernardino Counties. Construct new tolled lanes along a portion of I-15 in the cities of Eastvale and Jurupa Valley. (EA 08-0R800)

This project is located on I-15 in the cities of Eastvale and Jurupa Valley in Riverside County and the city of Jurupa Valley in San Bernardino County. The project proposes to add two Express Lanes in each direction on I-15 between SR 60 and SR 210, and add one Express Lane in each direction on I-15 between Cantu-Galleano Ranch Road and SR 60 in Riverside County and between SR 210 and Duncan Canyon Road in San Bernardino County. The proposed project will also add auxiliary lanes and reconstruct and/or modify existing on-ramps. The project proposes to address the increase in traffic demand and insufficient road capacity due to lack of available travel mobility options. This project is currently programmed in the San Bernardino County Transportation Authority Freeway Program. This project proposes to be funded by Local Measure I funds and Toll Revenue Bonds. Construction is estimated to begin in 2021.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: paleontological and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Paleontological Mitigation Plan shall be prepared, and credits will be purchased at an approved mitigation bank for impacts to the waters of the United States. As a result, an MND was completed for this project.

Attachment 10

08-SBd-40, PM R125/R154.6
RESOLUTION E-19-25

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 40 (I-40) in San Bernardino County. Regrade the existing median along a portion I-40 near the Arizona border. (PPNO 3003J)

This project is located on I-40 near the city of Needles in San Bernardino County, east of Homer Wash Bridge to the California/Arizona border. The project proposes to re-grade the existing non-standard median. The project proposes to address the safety of the traveling public by reducing the number and severity of collisions in the existing median. This project is fully funded and currently programmed in the 2018 SHOPP for approximately \$32.3 million. Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, Environmentally Sensitive Areas will be fenced, pre-construction surveys will be conducted for the burrowing owl and desert tortoise, and artificial light shall be directed away from existing bat roosts. As a result, an MND was completed for this project.

Attachment 11

10-Alp-Various, PM Various
RESOLUTION E-19-26

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 4 (SR 4), State Route 88 (SR 88), and State Route 89 (SR 89) in Alpine County. Replace railings on four existing bridges on SR 4, SR 88, and SR 89 in Alpine County. (PPNO 3134)

This project is located on SR 4, 88 and 89 at four existing bridges at various locations in Alpine County. The West Fork Carson River Bridges (2 bridges) are located on SR 88, the Markleeville Creek Bridge is on SR 89 and the Silver Creek Bridge is located SR 4. The project proposes to replace existing bridge rails and replace existing asphalt concrete with polyester concrete at these four bridges. The project will also widen shoulders and scour mitigate at the Markleeville Creek Bridge. This project is fully funded and currently programmed in the 2018 SHOPP for approximately \$9.3 million. Construction is estimated

to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, impacts to waters of the United States will be mitigated through in-lieu-fees, and loss of riparian habitat will be mitigated through the purchase of credits at an approved mitigation bank and on-site revegetation. As a result, an MND was completed for this project.

Attachment 12

10-Sta-99, PM 9.5/11.4
RESOLUTION E-19-27

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 99 (SR 99) in Stanislaus County. Construct interchange improvements on SR 99 at Mitchell Road in the city of Ceres. (PPNO 9399)

This project is located on SR 99 in the city of Ceres in Stanislaus County. The project proposes to improve the SR 99/Service Road/Michell Road Interchange. The proposed project will provide capacity to accommodate projected increase in traffic volume. The project proposes to address the issues of congestion, circulation and access associated with the existing interchange during peak traffic periods. This project is currently programmed in the 2018 Federal Transportation Improvement Program for approximately \$83.0 million with anticipated funds coming from the local Redevelopment Agency, Public Facility Fees and Stanislaus County local Measure L. Construction is estimated to begin in 2021.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: visual and paleontological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, use of native grasses and wildflowers for erosion control, aesthetic treatments will be used on retaining walls and noise barriers, visual and landscape elements will be incorporated, and a Paleontological Mitigation Plan will be prepared. As a result, an MND was completed for this project.

Attachment 13

12-Ora-74, PM 11.5/13.28 & 13.33/16.60
RESOLUTION E-19-28

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 74 (SR 74) in Orange County. Construct safety improvements on a portion SR 74 in Orange County. (PPNO 4218)

This project is located on SR 74 in the Cleveland National Forest in Orange County. The project proposes to install High Friction Surface Treatment to the existing asphalt concrete, bring existing non-standard lanes and the non-standard super elevation along the horizontal curve at the San Juan Fire Station to current standard. The project also proposes to add safety lighting at the San Juan Fire Station and construct continuous 4-foot shoulders in both directions. The proposed project addresses the need to reduce the number and severity of collisions and to improve visibility and operational conditions. This project is fully funded and is currently programmed in the 2018 SHOPP for approximately \$52.3 million. Construction is estimated to begin in 2021. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: visual, biological, cultural, and paleontological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, guardrails shall be treated to produce earth tones, credits at an approved mitigation bank will be purchased for impacts to riparian habitat, Arroyo Toad habitat will be monitored for the next five years, and a Paleontological Mitigation Plan will be prepared. As a result, an MND was completed for this project.

Attachment 14

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

01-DN-199, PM 6.65/36.27

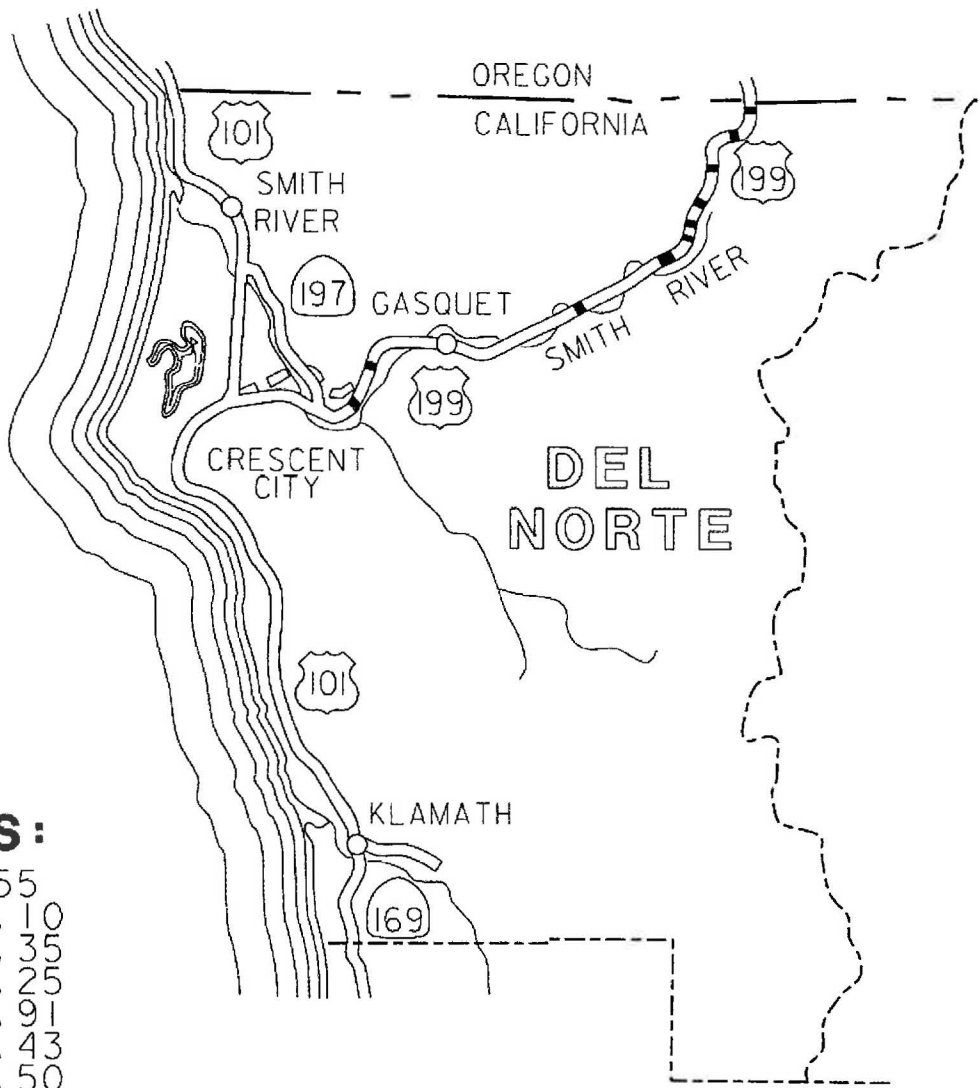
Resolution E-19-15

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - State Route 199 (SR 199) in Del Norte County. Replace existing culverts on a portion of SR 199 in Del Norte County. (PPNO 1055)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1

No Scale



PROJECT LOCATIONS:

DN	199	PM	6.55
DN	199	PM	10.10
DN	199	PM	10.35
DN	199	PM	22.25
DN	199	PM	27.91
DN	199	PM	29.43
DN	199	PM	30.50
DN	199	PM	30.73
DN	199	PM	31.31
DN	199	PM	33.07
DN	199	PM	34.52
DN	199	PM	36.27

CULVERT REHAB
01-DN-199 (PM 6.55/36.27)

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Culvert Rehabilitation Project

2018112009	Rachelle Hadley	(707) 445-6417
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 199 in Del Norte County.

Project Description: Replace existing culverts and improve fish passage on a portion of SR 199 in Del Norte County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / X were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 1, 1656 Union St., Eureka, CA 95501

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

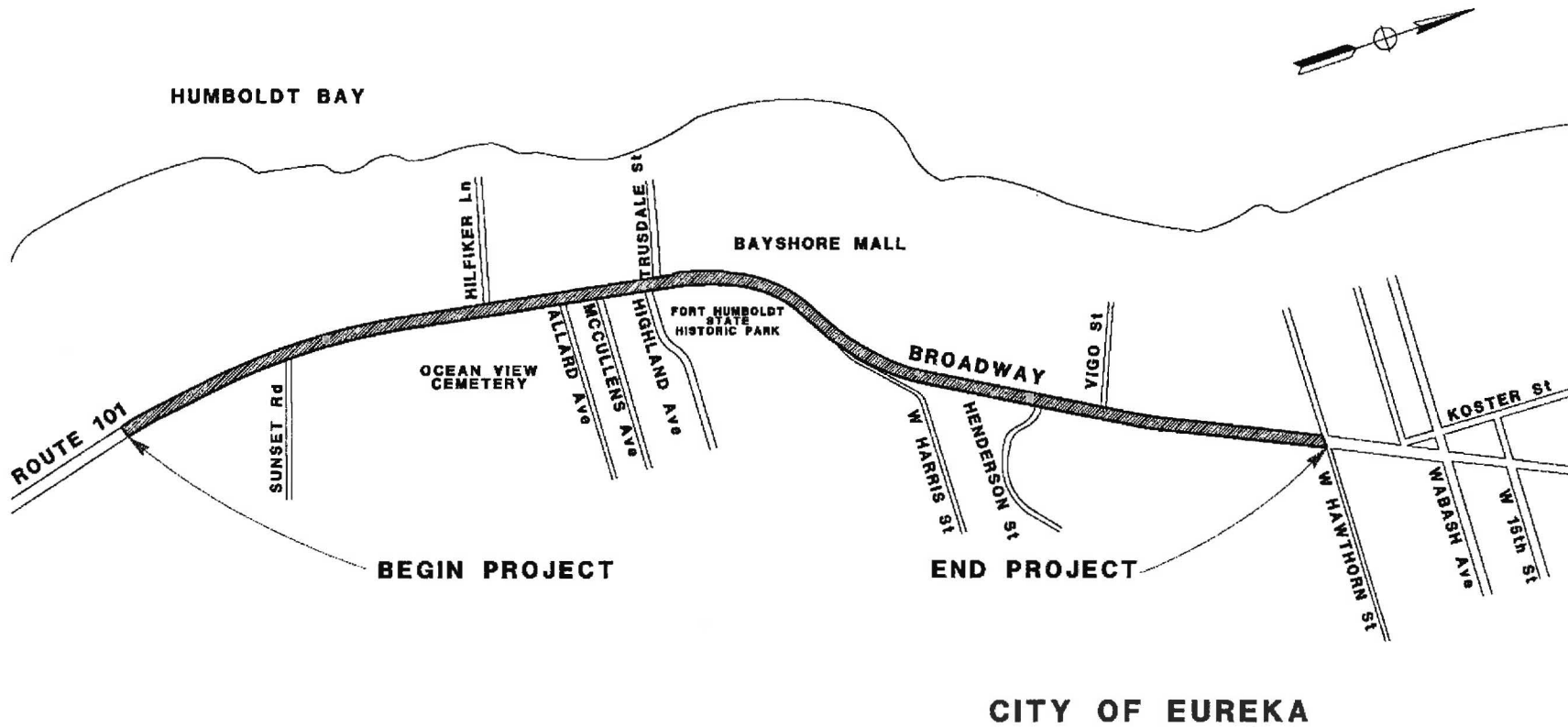
**Resolution for Future Consideration of Funding
01-Hum-101, PM 75.3/77.6
Resolution E-19-16**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - United States Route 101 (U.S. 101) in Humboldt County. Construct ADA improvements on a portion of U.S. 101 in the city of Eureka. (PPNO 2346)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

01-0B620 Broadway ADA Project Vicinity Map

01-HUM-101-75.3/77.6



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Broadway ADA Project

2018102013	Julie East	(707) 441-4568
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): U.S. 101 in Humboldt County.

Project Description: Construct ADA improvements on a portion of U.S. 101 in the city of Eureka.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / X were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 1, 1656 Union St., Eureka, CA 95501

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

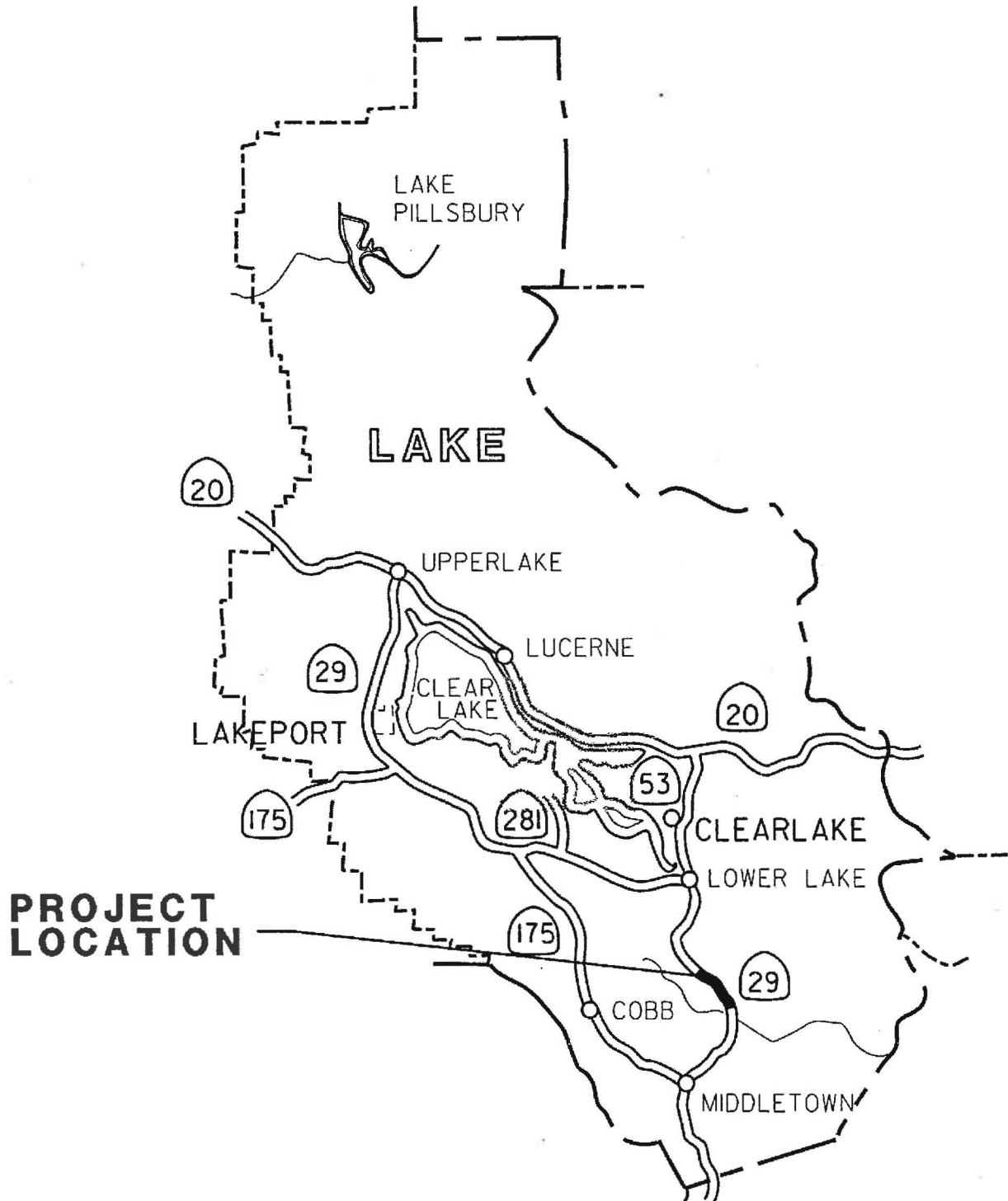
Resolution for Future Consideration of Funding

01-Lak-29, PM 12.7/14.5

Resolution E-19-17

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - State Route 29 (SR 29) in Lake County. Widen shoulders on a portion of SR 29 near Lower Lake in Lake County. (PPNO 3102)
- 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 3



EA 01-0E720K / 0115000003

LAK-029 PM 12.78/14.35

Coyote Grade Shoulder Widening

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Coyote Grade Shoulder Widening Project

2018122005	Dotrik Wilson	(530) 741-4491
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 29 in Lake County.

Project Description: Widen shoulders and construct roadway improvements on a portion of SR 29 in Lake County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.3, 703 B St., Marysville, CA 95901

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

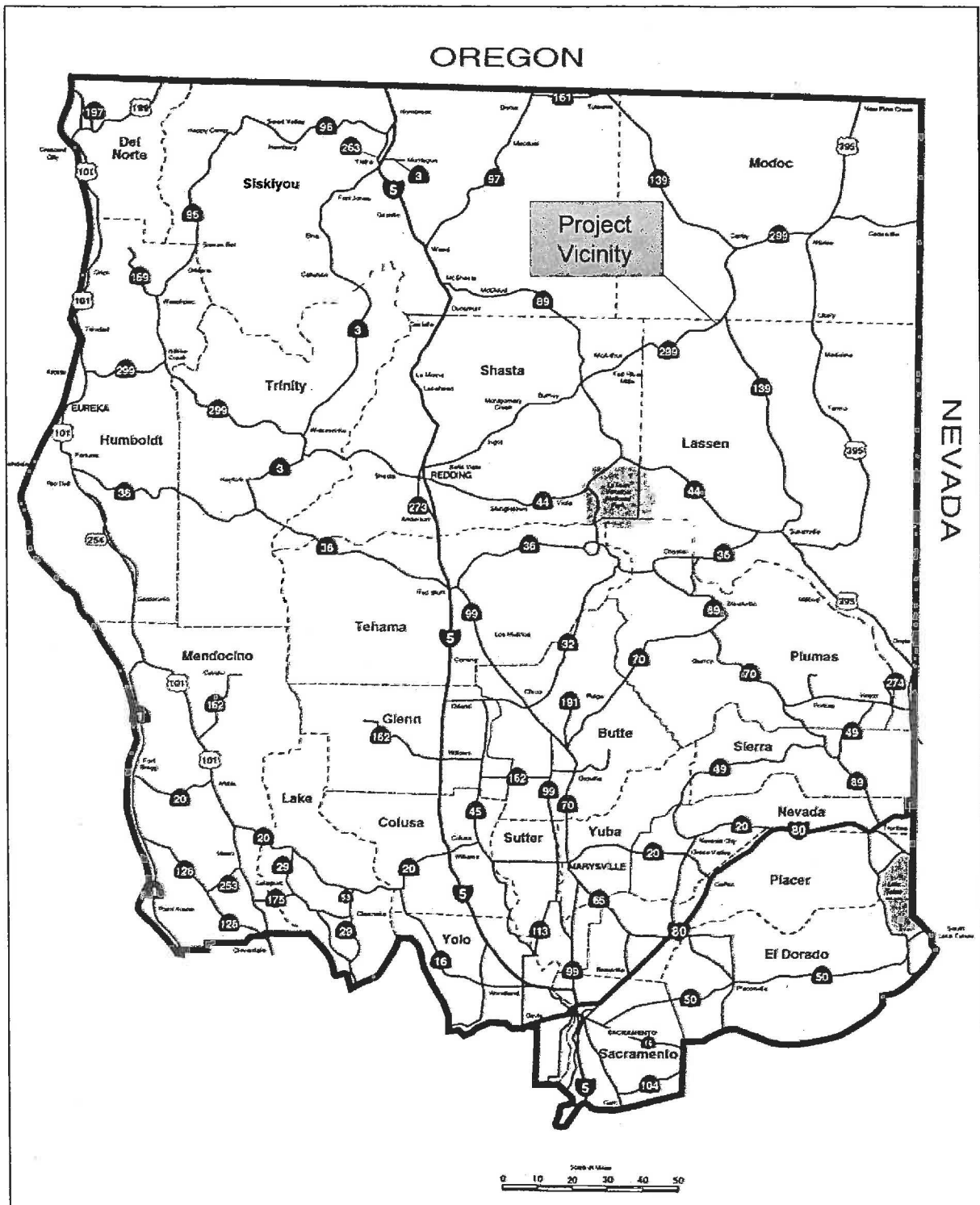
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

**02-Las-299, PM 18.5/25.6, 02-Mod-299, PM 0.5/0.5, 1.1/1.8, 02-Mod-139, PM 0.1
Resolution E-19-18**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - State Route 299 (SR 299) and State Route 139 (SR 139) in Lassen and Modoc Counties. Rehabilitate a portion of SR 299 in Lassen and Modoc Counties. (PPNO 3467)
- 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.



Bieber to Adin Roadway Rehabilitation - Project Vicinity

02-LAS-299-PM18.5/25.6; 02-MOD-299-PM 0.0/0.5, 1.0/1.8; 02-MOD-139-PM 0.1

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Bieber to Adin Roadway Rehabilitation Project

2018102060	Jesse Hudson	(530) 225-3515
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 139 and State Route 299 in Lassen.

Project Description: Rehabilitate and construct roadway improvements on a portion of SR 139 and SR 299 in Butte County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / **X** Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 2, 1031 Butte St., Redding, CA 96003

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

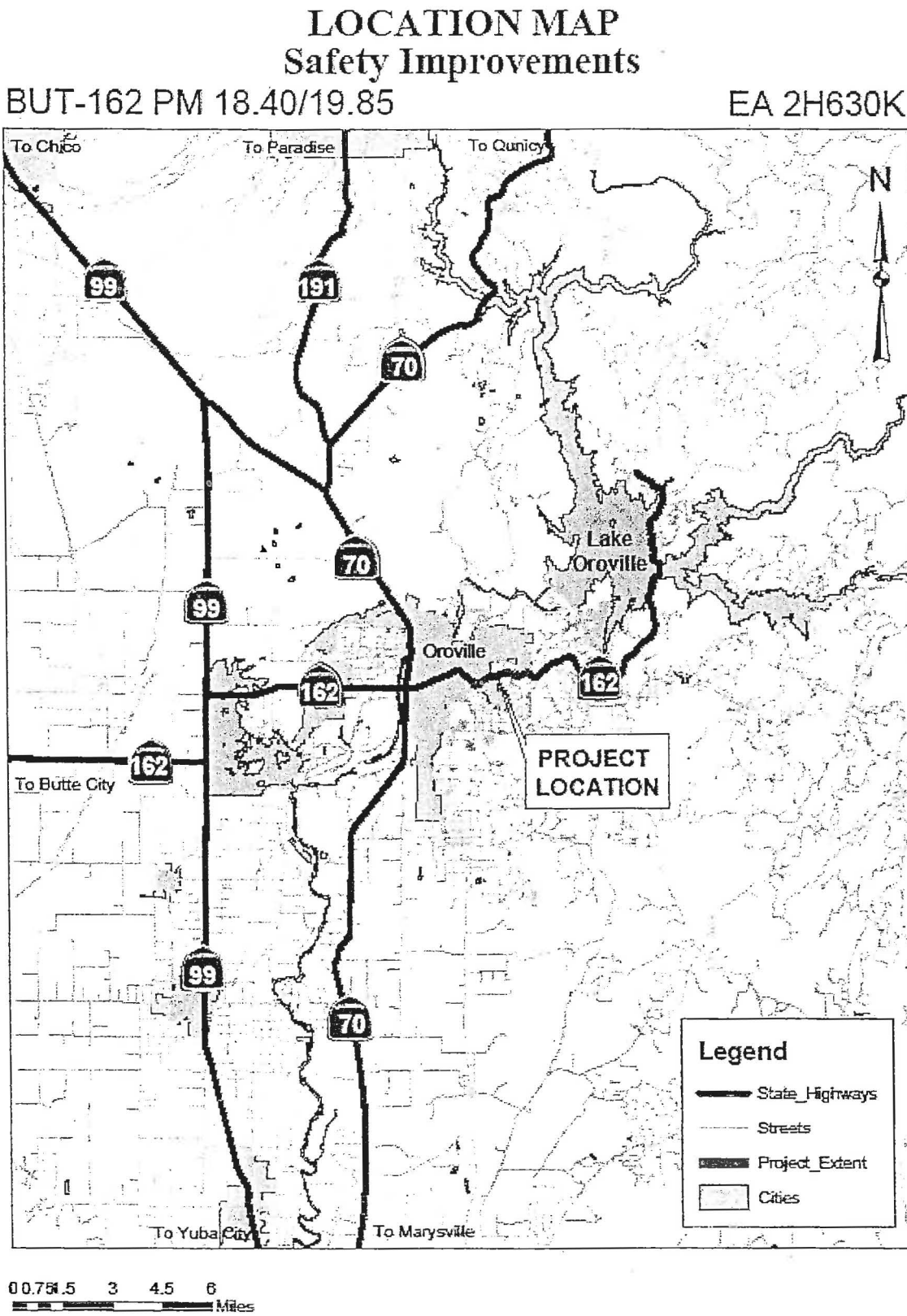
03-But-162, PM 18.46/19.85

Resolution E-19-19

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - State Route 162 (SR 162) in Butte County. Widen a portion of SR 162 in the city of Oroville. (PPNO 2635)
- 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 Map



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Butte 162 Road Widening Project

2018122050	Rajpreet Bihala	(530) 741-5535
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 162 in Butte County.

Project Description: Widen and construct roadway improvements on a portion of SR 162 in Butte County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / **X** Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.3, 703 B St., Marysville, CA 95901

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

03-Sut,Yub-20, PM 17.0/17.1, 0.0/0.4

Resolution E-19-20

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 20 (SR 20) in Sutter and Yuba Counties. Repair scour damage on an existing bridge in the cities of Yuba City and Marysville. (PPNO 8140)
- 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 6

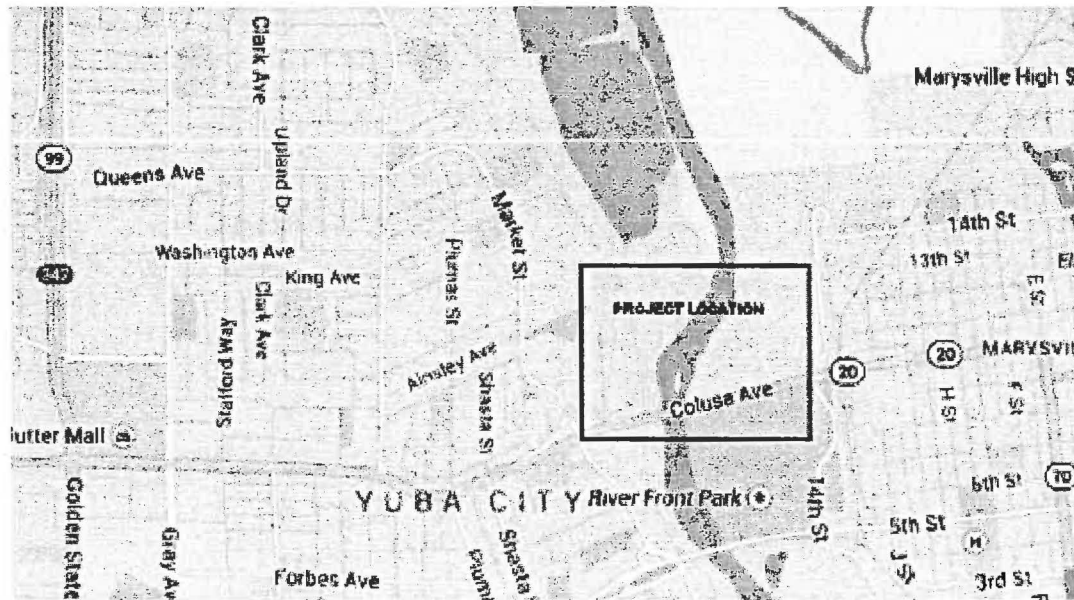
Project Location Map

03-SUT-20-PM 17.0-17.1

03-YUB-20-PM 0.0-0.4

EA: 03-3F560

EFIS: 03-1300-0033



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Feather River Bridge Scour Project

2018102014	Mundeep Purewal	(530) 741-4590
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 20 in Sutter and Yuba Counties.

Project Description: Scour retrofit on the Feather River Bridge on SR 20 in Yuba City and the City of Marysville.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.3, 703 B St., Marysville, CA 95901

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director
Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

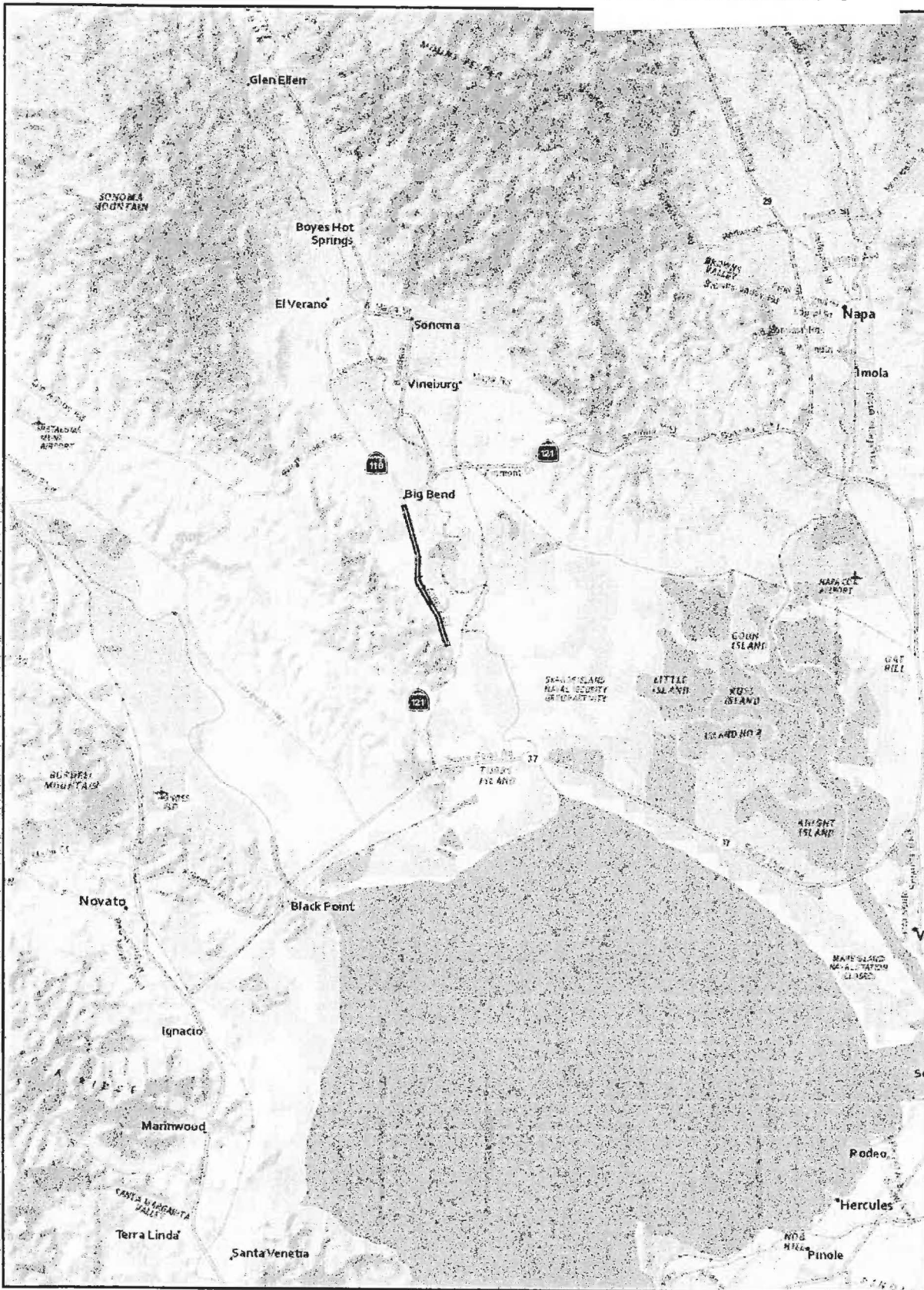
04-Son-121 PM 3.36/6.50

Resolution E-19-21

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - State Route 121 (SR 121) in Sonoma County. Construct safety improvements on a portion of SR 121 near the community of Schellville. (PPNO 0738)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 7



LEGEND

Project Location

Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCNC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



FIGURE 1
PROJECT VICINITY
State Route 121 Safety Project
Post Mile 3.3-6.6, EA 0G680
Sonoma County, California

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: State Route 121 Safety Improvements Project

2018052028	Stefan Galvez-Abadia	(510) 867-6785
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 121 in Sonoma County.

Project Description: Construct roadway improvements on a portion of SR 121 near the town of Shellville.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / **X** Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / **X** were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 4, 111 Grand Ave., Oakland, CA 95476

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

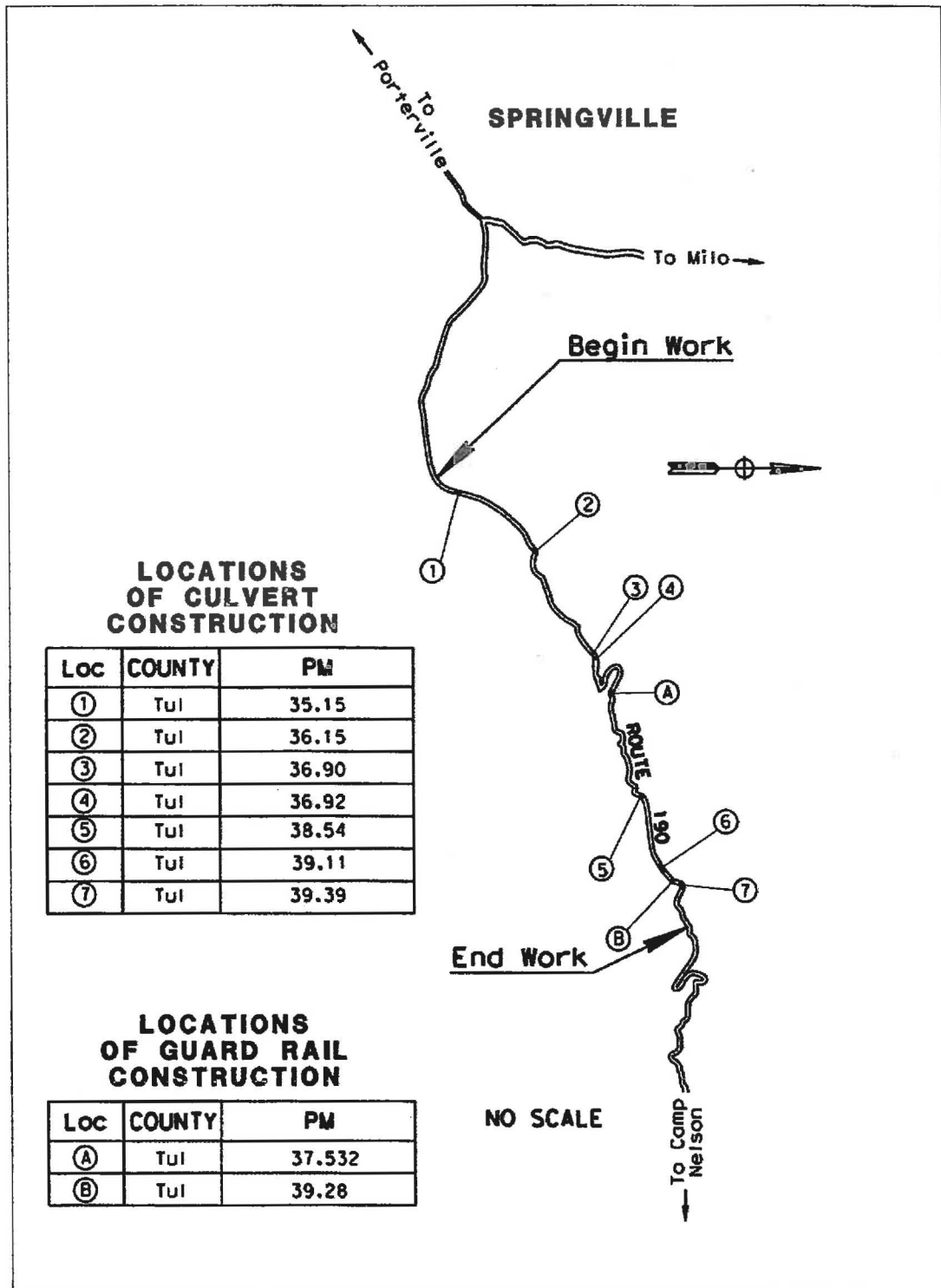
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
06-Tul-190, PM 34.7/39.4
Resolution E-19-22**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 190 (SR 190) in Tulare County. Replace existing culverts along SR 190 in Tulare County. (PPNO 6286)
- 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.

Vicinity Map



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Tulare Culvert Project

2018081101	Richard Putler	(559) -445-5286
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 190 in Tulare County.

Project Description: Replace culverts at seven locations and guardrails at two locations along a portion of SR 190 in Tulare County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.6, 855 M St., Suite 200, Fresno, CA 93721

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director
Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
07-LA-91 PM 16.9/19.8, 07-LA-605, PM 5.0/5.8
Resolution E-19-23**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

 - State Route 91 (SR 91) and Interstate 605 (I-605) in Los Angeles County. Widen and construct roadway improvements on a portion of SR 91 and I-605 in the cities of Cerritos and Artesia. (PPNO 5388)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

7-LA-91-PM R16.9/R19.8
7-LA-605-PM R5.0/R5.8

[illegible]

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Westbound State Route 91 Improvement Project

2018071043	Jinous Saleh	(213) 897-0683
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 91 in Los Angeles County.

Project Description: Construct roadway improvements including widening on a portion of SR 91 in Los Angeles County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / **X** Responsible Agency) on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / **X** were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 7, 100 S Main St., Los Angeles, CA 90012

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

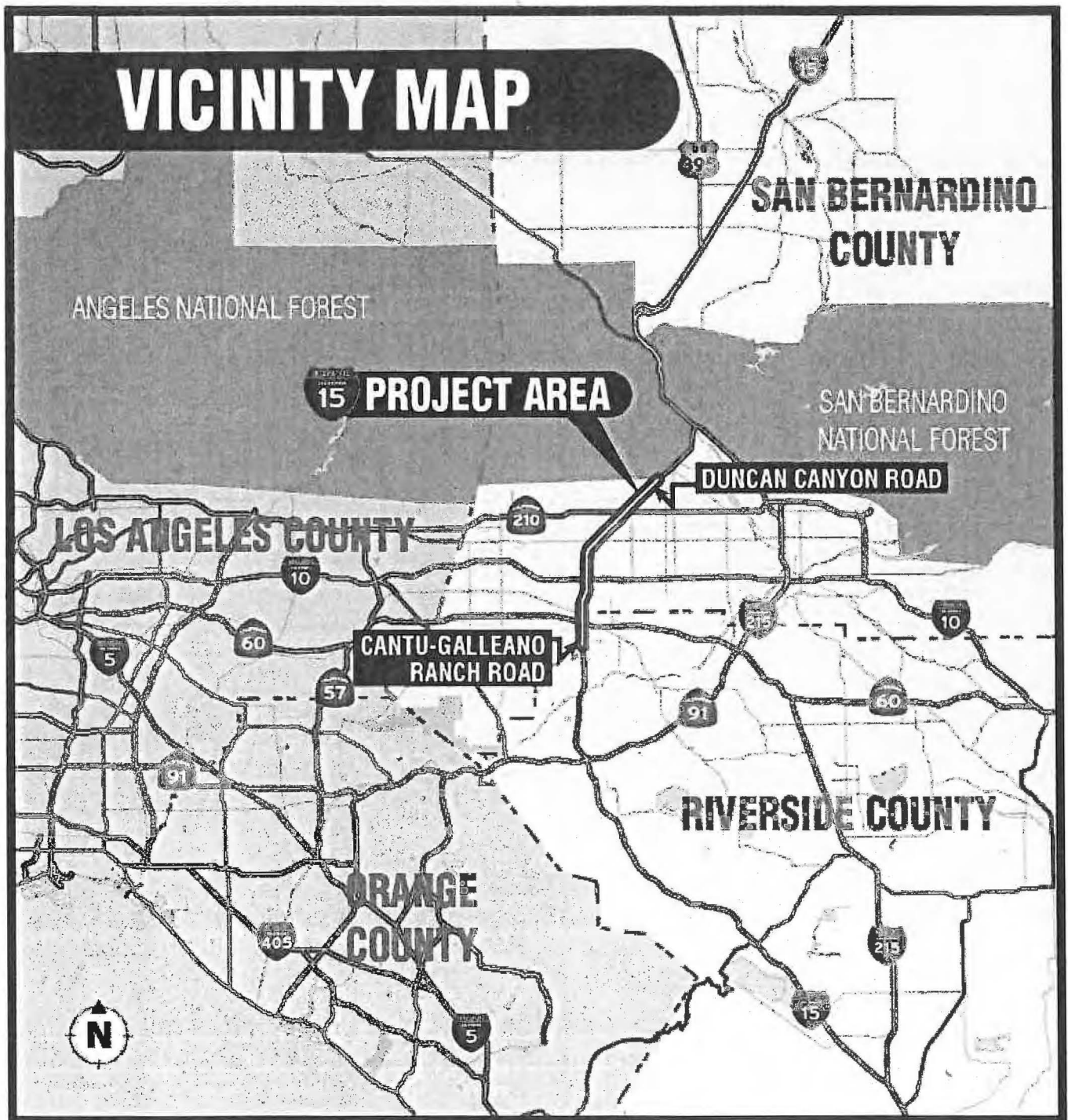
Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-Riv-15, PM 49.8/52.3, 08-SBd-15, PM 0.0/12.2
Resolution E-19-24**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - Interstate 15 (I-15) in Riverside and San Bernardino Counties. Construct new tolled lanes along a portion of I-15 in the cities of Eastvale and Jurupa Valley. (EA 08-0R800)
- 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.



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Interstate 15 Corridor Project

2018021044	Shawn Oriaz	(909) 388-7034
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 15 in Riverside and San Bernardino Counties.

Project Description: Construct Express Lanes on a portion of I-15 in Riverside and San Bernardino Counties.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.8, 464 W. 4th St., San Bernardino, CA 92401

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

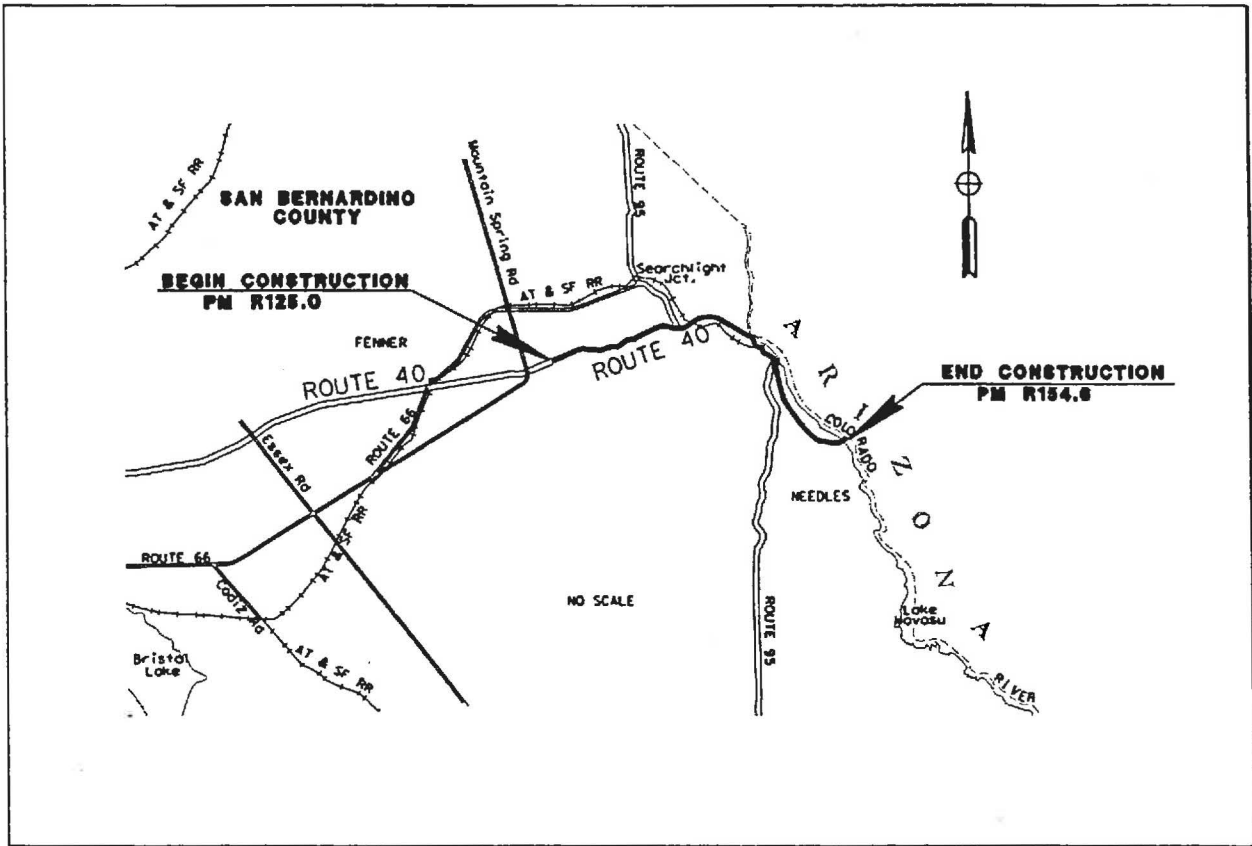
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-SBd-40, PM R125/R154.6
Resolution E-19-25**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- Interstate 40 (I-40) in San Bernardino County. Regrade the existing median along a portion I-40 near the Arizona border. (PPNO 3003J)
- 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.

Vicinity Map



On Interstate 40 from 4.5 miles east of Homer Wash Bridge to the California/Arizona State Line in San Bernardino County.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Interstate 40 Regrade Existing Median Project

<u>2018081100</u>	<u>Dan Gallagher</u>	<u>(909) 383-6934</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 40 in San Bernardino County.

Project Description: Regrade existing median and construct drainage improvements along a portion of I-40 in San Bernardino County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / **X** Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / **X** will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (**X** was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / **X** was not) adopted for this project.
6. Findings (were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.8, 464 W. 4th St., San Bernardino, CA 92401

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

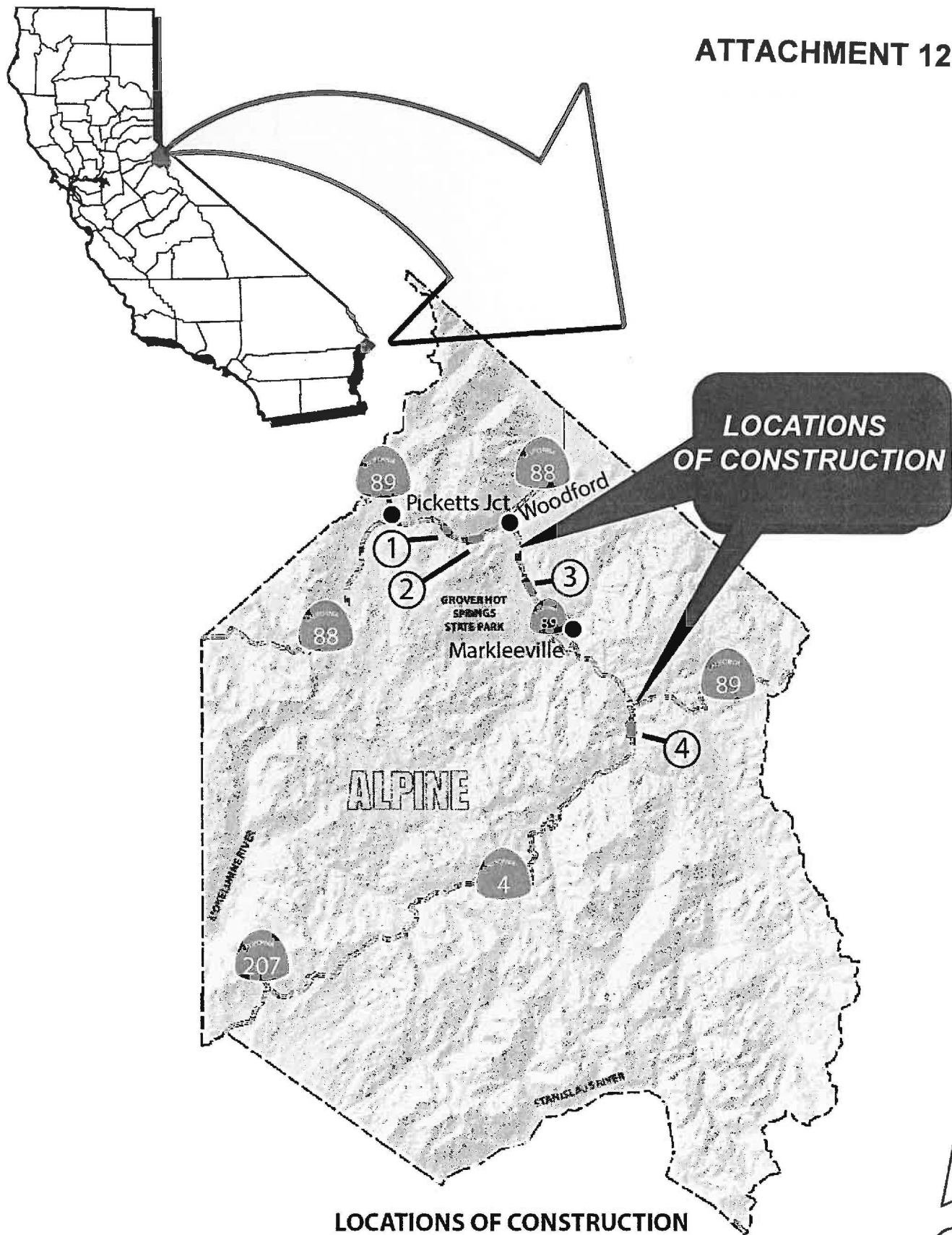
Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

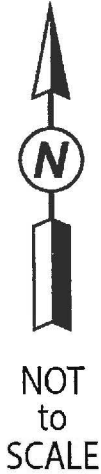
**Resolution for Future Consideration of Funding
10-Alp-Various, PM Various
Resolution E-19-26**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 4 (SR 4), State Route 88 (SR 88), and State Route 89 (SR 89) in Alpine County. Replace railings on four existing bridges on SR 4, SR 88, and SR 89 in Alpine County. (PPNO 3134)
- 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.



LOCATIONS OF CONSTRUCTION

Loc	ROUTE	PM	STRUCTURE NAME	BRIDGE No.
1)	88	14.70	West Fork Carson River, Bridge	31-0022
2)	88	16.22	West Fork Carson River, Bridge	31-0005
3)	89	14.69	Markleeville Creek, Bridge	31-0002
4)	04	26.15	Silver Creek, Bridge	31-0011



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Mountain Counties Bridge Rails Project

201822019	Andrew Chan	(209) 445-6172
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 4, 88, and 89 in Alpine County.

Project Description: Replace existing bridge rails on four bridges on SR 4, 88, and 89 in Alpine County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.10, 1976 Dr. Martin Luther King Jr., Stockton, CA 95206

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director
Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
10-Sta-99, PM 9.5/11.4
Resolution E-19-27**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - State Route 99 (SR 99) in Stanislaus County. Construct interchange improvements on SR 99 at Mitchell Road in the city of Ceres. (PPNO 9399)
- 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.

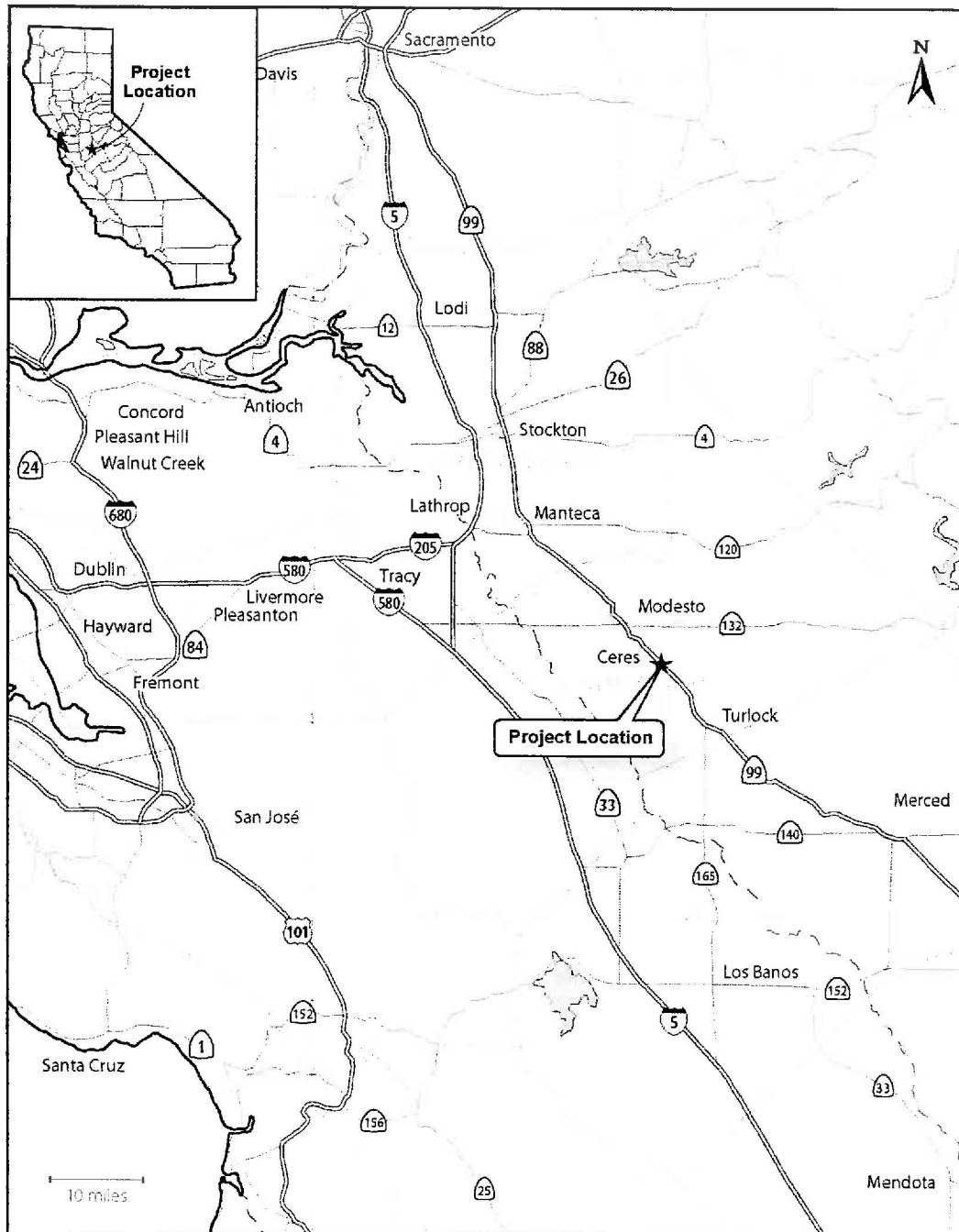


Figure 1.1-1. Project Vicinity

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: State Route 99/Service Road/Mitchell Road Interchange Project

2017112057	Jennifer Lugo	(559) 445-6172
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 99 in Stanislaus County.

Project Description: Construct interchange improvements on SR 99 at Mitchell Road in the city of Ceres.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.10, 1976 Dr. Martin Luther King Jr. Way, Stockton, CA 95206

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
12-Ora-74, PM 11.5/13.28 & 13.33/16.60
Resolution E-19-28**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 74 (SR 74) in Orange County. Construct safety improvements on a portion SR 74 in Orange County. (PPNO 4218)
- 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 14

Vicinity Map



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: State Route 74 Safety Improvement Project

<u>2018031005</u>	<u>Carmen Lo</u>	<u>(657) 328-6172</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 74 in Orange County.

Project Description: Construct roadway improvements on a portion of SR 74 in Orange County.

This is to advise that the California Transportation Commission has approved the above described project
(Lead Agency / X Responsible Agency)
on March 13-14, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist.12, 1750 E 4th St., Santa Ana, CA 92705

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5g.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION ADJUSTMENT FOR PROPOSITION 1B STATE
ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECT ON
THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1819-01, AMENDING RESOLUTION CMIA-AA-1213-01**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an allocation adjustment of \$400,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funding from Construction Capital to Construction Support from the Route 46 Corridor Improvements (Whitley 2A) project (PPNO 0226G) in San Luis Obispo County?

RECOMMENDATION:

The Department recommends that the Commission approve its request for an allocation adjustment of \$400,000 in Proposition 1B CMIA funding from Construction Capital to Construction Support. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised Book Item attachment. There is no change to the overall project allocation.

BACKGROUND:

At its February 2012 meeting, the Commission approved Resolution CMIA-A-1112-024, allocating \$40,000,000 in CMIA Construction Capital and \$7,000,000 in Construction Support for the Route 46 Corridor Improvements (Whitley 2A) Project (PPNO 0226G). The construction contract was awarded on May 18, 2012 with CMIA savings of \$1,912,000 resulting in a revised Construction Capital allocation of \$38,088,000 under Resolution CMIA-AA-1213-01. The project has achieved Contract Acceptance, with an anticipated Construction Capital savings of \$2,676,000. The project Construction Capital and support were only funded with CMIA funds. The final delivery report has been submitted and the project is in the closeout phase.

However, the contractor has filed a \$1,900,000 claim related to compensation for rejected pavement. There was asphalt paving that was rejected, removed and replaced that the contractor is disputing. The claims process began in June 2017 and is estimated to be completed by January 2020. An additional \$400,000 is needed for Construction Support to work through the claims process. This amendment proposes to move \$400,000 from Construction Capital to Construction Support. If the contractor is successful with the claim, there are sufficient funds to pay the claim and support costs. This request is consistent with CMIA Accountability Implementation Plan Supplement 1, allowing

savings to be utilized to complete another component of the same project with a Corrective Action Plan which was submitted with the fiscal year 2017-18 Fourth Quarter Report.

FINANCIAL RESOLUTION:

Be it Resolved, that \$400,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) allocated in Construction Capital be moved to Construction Support for the Route 46 Corridor Improvements (Whitley 2A) project (PPNO 0226G) in San Luis Obispo County, reducing CMIA Construction Capital to \$37,688,000 and increasing Construction Support to \$7,400,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	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.(1) Allocation Adjustment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1819-01, Amending Resolution CMIA-AA-1213-01		
1 \$45,088,000 Department of Transportation SLOCOG 05-SLO-46 40.7/46.3	Route 46 Corridor Improvements (Whitley 2A). Near El Paso de Robles, from 0.1 mile east of Almond Drive to 0.8 mile east of McMillan Canyon Road. Convert to a 4-lane expressway. Final Project Development (IIP): Support Estimate: \$2,471,000 Programmed Amount: \$4,000,000 Adjustment: \$1,529,000 (Credit) Final Right of Way (IIP): Support Estimate: \$4,125,000 Programmed Amount: \$5,000,000 Adjustment: \$ 0 (< 20%) (Future Consideration of Funding – Resolution E-06-23, July 2006.) <u>Outcome/Outputs:</u> Estimated Daily Travel Savings Time of 145,500 minutes. 11.2 Lane Miles added. <u>Amend Resolution CMIA-A-1213-01 to de-allocate \$400,000 CONST from anticipated savings and re-allocate \$400,000 to CONST ENG to support claims process no net change to overall total allocation.</u>	05-0226G CMIA/11-12 CON ENG \$7,000,000 \$7,400,000 CONST \$38,088,000 \$37,688,000 0500020049 4 330774	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$7,000,000 \$7,400,000 \$38,088,000 \$37,688,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5g.(7a)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jasvinderjit S. Bhullar, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B TRAFFIC LIGHT
SYNCHRONIZATION PROGRAM PROJECT**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to rescind \$748,000 in Proposition 1B – Traffic Light Synchronization Program (TLSP) funds from the project listed below?

RECOMMENDATION:

The Department recommends that the Commission approve its request to rescind \$748,000 in Proposition 1B – TLSP funding from the project listed below:

<u>TLSP Project</u>	<u>Project ID</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Rescinded Funds</u>	<u>Revised Allocation Amount</u>
<u>Project 6760:</u> ATCS-Central Business District	15000073	TLS1B-AA-1819-21	TLS1B-A-1617-02	\$748,000	\$748,000	\$0
Total Funds to be Rescinded:					\$748,000	

BACKGROUND:

The Proposition 1B – TLSP program project listed above has been completed. Each of the implementing agencies for this project are now requesting that the Commission reduce the currently approved Proposition 1B – TLSP allocation. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised book item attachment.

FINANCIAL RESOLUTION:

Be it Resolved, that the Proposition 1B – TLSP funds totaling \$748,000 currently allocated for the project are hereby rescinded, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
			Location	Phase	Item #	
<u>RTPA/CTC</u>				Prgm'd Amount	Fund Type	Fund Type
District-County		Project Description		Project ID	Program Code	
				Adv. Phase		
2.5g.(7a)	Allocation Amendment - Traffic Light Synchronization Program Project				Resolution TLS1B-AA-1819-21 Amending Resolution TLS1B-A-1617-02	
1	\$748,000	Central Business District. Adaptive Traffic Control System		07-6760	2016-17	
	\$0	(ATCS) Central Business District. The 88 intersections		TLSP/16-17	104-6064	\$748,000
		ATCS-Central Business District project will upgrade		CONST	TLSP	\$0
		intersections by providing fully adaptive signal control system		\$748,000	20.30.210.400	
City of Los Angeles		based on real-time traffic conditions. The project will install		\$0		
<u>LACMTA</u>		new real-time traffic conditions. The project will install new		0715000073		
07-Los Angeles		software and upgrade signal equipment to improve operation		S		
		of intersections currently part of the City Automated Traffic				
		Surveillance and Control (ATSAC) system. The project is				
		located in the Central portion of City of Los Angeles.				
		CEQA - NOE, 03/29/12				
		R/W Certification 1: 06/17/2016				
		<u>Outcome/Output:</u> The project will improve the overall Level of				
		Service (LOS) and reduce traffic congestion of arterial streets				
		through regionally sanctioned signal synchronization.				
		<u>Amend Resolution TLS1B-A-1617-02 to rescind the</u>				
		<u>Proposition 1B TLSP funding of \$748,000 for the project.</u>				
		<u>The funding will return back to TLSP for allocation at a</u>				
		<u>later date.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5g.(8)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard, Chief (Acting)
Division of Rail & Mass
Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR STATE ADMINISTERED
PROPOSITION 1B INTERCITY RAIL PROJECTS
RESOLUTION ICR1B-AA-1819-04, AMENDING RESOLUTION ICR1B-A-1415-01**

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ICR1B-AA-1819-04, as requested by the California Department of Transportation (Department), to deallocate \$123,000 in Proposition 1B Intercity Rail (ICR) funds from the Ventura County Sealed Corridor Grade Crossing Improvement project (PPNO 2088) in Ventura County, reducing the original allocation of \$218,000 to \$95,000 to reflect project savings at closeout?

RECOMMENDATION:

The Department recommends the Commission deallocate \$123,000 in Proposition 1B Intercity Rail (ICR) funding for the Ventura County Sealed Corridor Grade Crossing Improvement project (PPNO 2088), in Ventura County.

BACKGROUND:

In August 2014, the Commission allocated \$218,000 in Proposition 1B ICR funds under Resolution ICR1B-A-1415-01, for the Ventura County Sealed Corridor Grade Crossing Improvement project (PPNO 2088). The project has been completed with a savings of \$123,000 and final billing and close out occurred January 2019. The necessary changes are reflected in strikethrough and bold on the revised Book Item Attachment.

FINANCIAL RESOLUTION:

Resolved, that the \$218,000 in Proposition 1B Intercity Rail funds originally allocated under Resolution ICR1B-A-1415-01 for the New Station Track at LA Union Station project in Los Angeles County, is hereby amended by \$123,000, reducing the overall Proposition 1B ICR amount allocated for the project to \$95,000, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8) Allocation Amendment – State -Administered - Proposition 1B – Intercity Rail Projects		Resolution ICR1B-AA-1819-04 Amending Resolution ICR1B-A-1415-01		
1 \$218,000 \$95,000 Southern California Regional Rail Authority VCTC 07-Ventura	Ventura County Sealed Corridor Grade Crossing Improvement Project. This Project will improve grade crossings on the Ventura Subdivision in Simi Valley. The crossings will be brought up to SCRRA's Sealed Corridor engineering standards. (CEQA – CE, 08/07/13) <u>Outcome/Output:</u> The project will improve safety and reliability for 26 daily passenger trains and 6 daily freight trains. <u>Amend Resolution ICR1B-A-1415-01 to deallocate \$123,000 of Proposition 1B CONST to reflect cost savings at project closeout.</u>	2088 ICR / 14-15 CONST \$218,000 \$95,000 0012000029 SE1	2013-14 304-6059 ICR 30.20.090.000	\$218,000 \$95,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5g.(15)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **AMENDMENT – SEISMIC RETROFIT PROGRAM – PHASE II – PROPOSITION 192
PROJECTS
RESOLUTION FP-18-62, AMENDING RESOLUTION FP-18-50**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FP-18-50, originally approved in January 2019, for three Seismic Retrofit Program – Phase II – Proposition 192 projects?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve an amendment for the three Seismic Retrofit Program – Phase II – Proposition 192 projects, under Resolution FP-18-50.

BACKGROUND:

At the January 2019 meeting, the Commission approved Resolution FP-18-50 allocating \$1,163,000 for three Seismic Retrofit Program – Phase II – Proposition 192 projects. An amendment is needed to revise the Budget Year and Project ID; which were incorrect under the originally approved resolution. There is no change to the approved overall allocation amount. The required changes are reflected in strikethrough and bold on the revised book item attachment.

FINANCIAL RESOLUTION:

Resolved, that Resolution FP-18-50, be amended to revise the Budget Year and Project ID for three Seismic Retrofit Program – Phase II – Proposition 192 projects, as shown on the attached revised book item attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(15)	Amendment - Seismic Retrofit Program Allocation - Phase II - Proposition 192			Resolution FP-18-62 Amending Resolution FP-18-50
3 \$488,000 Department of Transportation <u>MCOG</u> Mendocino 01-MEN-1 69.4-70.1	Ten Mile River Bridge - Mitigation. The Ten Mile River Bridge was constructed under the Toll Seismic Retrofit Program - Phase II and completed 8/17/2010. As part of the Coastal Commission permit requirement, mitigation measures were required along with a 10-year long-term monitoring program. As part of this Long Term monitoring, reports are due to the Coastal Commission, Water Board, and California Department of Fish and Wildlife, in years 1, 3, 5, and 10. Reports for years 3 and 5 will be finished by end of March. The final monitoring and report are due in year 10 (by 12/31/2021). <u>Outcome/Output:</u> Long term mitigation monitoring status report. Final Project Development: N/A Final Right of Way: N/A <u>Amend Resolution FP-18-50 to correct the Budget Year for the project. There is no change to overall allocation amount.</u>	01-0155T PRP192/18-19 CON ENG \$297,000 CONST \$191,000 0100000141 4 38570	501-0653 PRP192 20.10.202.381 4996-97 1995-96 801-0653 PRP192 20.20.202.381	\$297,000 \$191,000

4.12

COMMENTS ON THE DRAFT STATE HIGHWAY
SYSTEM MANAGEMENT PLAN

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE MARCH 13-14, 2019
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 4.7
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Chris Schmidt, Chief
Division of Transportation
Planning

Subject: **OVERVIEW OF THE CALIFORNIA TRANSPORTATION PLAN 2050 AND MODAL PLAN UPDATES (INTERREGIONAL TRANSPORTATION STRATEGIC PLAN, CALIFORNIA FREIGHT MOBILITY PLAN, AND CALIFORNIA AVIATION SYSTEM PLAN)**

SUMMARY:

The California Department of Transportation (Department) will be presenting an overview of the California Transportation Plan, the Interregional Transportation Strategic Plan, California Freight Mobility Plan, and the California Aviation System Plan to the California Transportation Commission (Commission) at its March 13-14, 2019 meeting, as an informational item.

SUMMARY:

The California Department of Transportation (Caltrans) will be presenting an overview of the California Transportation Plan, the Interregional Transportation Strategic Plan, California Freight Mobility Plan, and the California Aviation System Plan to the California Transportation Commission (Commission) at its March 13-14, 2019 meeting, as an informational item.

BACKGROUND:

The California Transportation Plan (CTP) is a long-range, statewide multimodal transportation plan with a 20-year forecast and is carried out in a continuing, cooperative, and comprehensive planning process under 23 Code of Federal Regulation (CFR) Part 450.200 and CFR 450.216. The Department is required to update the CTP every five years as required by California Government Code (GC) 65071. The CTP 2050 will have a statewide vision of an innovative, accessible, sustainable, and integrated multimodal transportation system and address all Federal and State requirements. Combining and building on the goals and projects of the modal plans, the CTP 2050 develops statewide policies that meet California's transportation needs in a safe, efficient, and sustainable way. In turn, the policy informs the development of the Department's specific modal plans, like the Interregional Transportation Strategic Plan (ITSP). The CTP 2050 will be completed by December 31, 2020.

The ITSP is one of the modal plans that identifies how the CTP will be implemented by providing guidance for the identification and prioritization of interregional State highway and intercity rail projects. The ITSP promotes the State of California's role of improving interregional mobility and providing opportunity for efficient goods movement while highlighting critical planning considerations such as system planning, complete streets, sustainability, and climate change. Government Code Section 14524.4 states the ITSP shall be consistent with the CTP. Therefore, the ITSP is expected to be finalized after the CTP 2050 is completed, with an expected approval of March 2021, to provide guidance on the development of the 2022 Interregional Transportation Improvement Program.

The California Freight Mobility Plan (CFMP) 2019 is the first complete update to the original CFMP (2014), a statewide, long-range plan for California's freight transportation system. The California State Transportation Agency (CalSTA), as stated in GC Section 13978.8(a), is to prepare a state freight plan that complies with the relevant provision of 49 U.S.C. 70202, which should provide a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. CalSTA shall also establish a freight advisory committee (GC Section 13978.8(b)(1)), and the Commission shall have a representative on the committee. The Secretary of CalSTA assigned responsibility for drafting the CFMP to Caltrans in consultation with the California Freight Advisory Committee (CFAC) formed in compliance with GC Section 13978.8. However, CalSTA still has approval authority over the freight plan. The Fixing America's Surface Transportation Act (FAST Act) [49 U.S.C. 70202(e)(1)] and the California GC Section 13978.8(d)) mandates that the State update its freight plan at least every 5 years in order to obligate freight formula funds under 23 U.S.C. 167.

The California Aviation System Plan (CASP) evaluates the State's aviation resources in relation to California's other modal plans. The CASP is updated every five years pursuant to California Public Utilities Code Sections 21701-21707. The goal with the current update is to demonstrate aviation's competencies within complete integration of all transportation modes. Research will be performed in the key areas of access, sustainability, land use and safety, and funding resources for infrastructure. The project will require a year to complete after it commences this spring.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.4
Information

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Robert Nelson
Deputy Director

Subject: **SANTA CRUZ BRANCH LINE UPDATE**

SUMMARY:

Guy Preston, Executive Director of the Santa Cruz County Regional Transportation Commission (SCCRTC), will present an update on a feasibility study completed for the Santa Cruz Branch Line, including the timeline and methodology for instituting passenger rail service for this corridor.

BACKGROUND:

Public Utilities Code (PUC) Section 99640 authorizes \$11,000,000 in Proposition 116 Bond funds to the SCCRTC for (a) intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction, or (b) other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel.

In August 2003, the California Transportation Commission (Commission) approved an application from the SCCRTC programming \$300,000 for pre-acquisition work necessary to acquire the Santa Cruz Branch Line. In May 2008, the Commission approved an amended application and programmed \$500,000 in Proposition 116 funds for additional pre-acquisition activities to complete negotiations with the Union Pacific Railroad, appraisals, title review, inspections, hazardous material assessments, and other pre-acquisition activities to complete the right-of-way purchase. In January 2011, the Commission allocated funds to the SCCRTC to acquire the Santa Cruz Branch Line which extends 31.8 miles from Pajaro in Monterey County to Davenport in north Santa Cruz County for the purpose of preserving the rail corridor for future multi-modal uses. The purchase included the rights-of-way, track, signal system, yard facilities, structures (including bridges), and all appurtenant facilities.

In October 2018, the Commission sent SCCRTC a letter requesting an update on the Santa Cruz Branch Line passenger rail service and its ability to meet Proposition 116 requirements and the conditions outlined in Commission Resolution PA-10-06 (attached). Commission Resolution PA-10-06 and SCCRTC's board resolution require SCCRTC to reimburse the State the greater of either the amount allocated or the present fair market value if the Santa Cruz Branch Line is not utilized for the original purpose as approved by the Commission.

In January 2019, the SCCRTC completed a unified corridor study which included an analysis of passenger rail service. SCCRTC was asked to provide a presentation of the study and provide an update on the plans for passenger rail service.

Attachments:

- Attachment A: Resolution PA-10-06

CALIFORNIA TRANSPORTATION COMMISSION

Project Application Amendment Approval
Proposition 116 Rail Program Application for the
Santa Cruz County Regional Transportation Commission
Santa Cruz Branch Line Acquisition

Resolution PA-10-06, Amending Resolution PA-08-01

- 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
- 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, Proposition 116 (PUC Section 99640) authorizes \$11,000,000 to the Santa Cruz County Regional Transportation Commission (SCCRTC), for the following:
 - (a) intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction; or
 - (b) other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel; and

- 1.9 WHEREAS, Proposition 116 specifies that local agencies shall not adopt new or increased ~~development taxes, fees, or exactions or permit fees to pay the local match or for operating~~ costs of new service established with funds provided pursuant to PUC Section 99640; and
 - 1.10 WHEREAS, in August 2003, the Commission approved PA-03-05 for the SCCRTC for the Santa Cruz Branch Line Acquisition project totaling \$300,000 in Proposition 116 Rail Program funds for pre-acquisition activities leading to the purchase of the right of way; and
 - 1.11 WHEREAS, in May 2008, the Commission approved an amended application (PA-08-01) for an additional \$500,000 for new pre-acquisition activities to complete the negotiations with Union Pacific, appraisals, title review, inspection of the property, assessment of hazardous materials, and other pre-acquisition activities as may be necessary to complete the purchase of the right-of-way; and
 - 1.12 WHEREAS, Resolution PA-08-01 also approved a waiver of the Commission's policy to limit use of Proposition 116 to 5% for pre-acquisition activities. The waiver allowed SCCRTC to use 7.3% of the \$11,000,000 of Proposition 116 funds for pre-acquisition costs; and
 - 1.13 WHEREAS, in April 2010, the Commission received an amended application to program the remaining \$10,200,000 of Proposition 116 funds under PUC Section 99640 for acquisition of the Santa Cruz Branch Line; and
 - 1.14 WHEREAS, PUC Section 99665(a) requires applicants for grants pursuant to PUC Section 99640 subdivision (b), 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
 - 1.15 WHEREAS, the SCCRTC proposes to match the \$10,200,000 of Proposition 116 funds mostly with \$10,000,000 STIP. Thus, the April 2010 amended application also requested a waiver of Policy # 9 of the Proposition 116 rail program policy and application guidelines (#G-90-23) to allow the Proposition 116 funds to be matched with other State funds; and
 - 1.16 WHEREAS, the amended application, including all supplemental information, has been reviewed by Commission staff, and appears to meet all the 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 April 2010 Proposition 116 amended application from the SCCRTC to program \$10,200,000 available for acquisition of the Santa Cruz Branch Line with the following conditions:
- 1) SCCRTC will provide the Commission a copy of the executed Administration, Coordination and License Agreement between SCCRTC and the operator (Sierra Northern Railway);
 - 2) SCCRTC will explain the use of Net Liquidation Value (NLV) as the methodology for the appraisal valuation to support the request for \$10,200,000 in Proposition 116 funds plus \$4,000,000 in STIP funds to acquire the rail right-of-way;
 - 3) SCCRTC commits, via a board resolution, to be responsible for initiating recreational passenger rail service, in accordance with PUC Section 99640;

- 4) SCCRTC commits, via a board resolution, to be responsible for continuing freight rail service for as long as would be required by the Surface Transportation Board, as provided in 49 USC sections 10901, 10910 and 11347; and
 - 5) SCCRTC commits, via a board resolution, to be responsible for hazardous waste clean-up and not seek State transportation funds for any clean-up costs and to indemnify the State from both present and future hazardous waste clean-up liabilities.
- 2.2 BE IT FURTHER RESOLVED, that in the case where SCCRTC ceases to utilize the Branch Line for the original purpose as approved by the Commission, SCCRTC commits, via a board resolution, to reimburse the State, the greater of either the amount allocated or the then present fair market value as determined by STATE; and
- 2.3 BE IT FURTHER RESOLVED, that the Commission may not allocate the \$10,200,000 of Proposition 116 funds or the \$4,000,000 of STIP funds until the conditions under paragraphs 2.1 and 2.2 are documented and provided to the Commission at least 45 days prior to a request for Commission allocation of funds; and
- 2.4 BE IT FURTHER RESOLVED, that the Commission hereby waives its policy and application guidelines (#G-90-23) to allow the Proposition 116 funds to be matched with other State funds; and
- 2.5 BE IT FURTHER RESOLVED, that Resolution PA-08-01 is hereby amended.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

March 8, 2019

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
PO Box 942873
Sacramento, CA 94273-0001

RE: Santa Cruz County Rail Project Updates

Dear Director Bransen and Commissioners:

The Santa Cruz County Regional Transportation Commission (RTC) appreciates the opportunity to update you and the California Transportation Commission (CTC) regarding the RTC's recently completed Unified Corridor Investment Study (UCS) and plans for rail service on the Santa Cruz Branch Rail Line. As you know, the Santa Cruz Branch Rail Line is a very important transportation facility for our county and we greatly appreciate the CTC's longstanding support of projects on the corridor.

This 32-mile corridor, which has been used since the mid-1870s, is within a mile of approximately half of the county's residents and major businesses, and it runs parallel to often congested Highway 1 and arterial roadways. The rail line runs from the coastal town of Davenport in the north, through Santa Cruz, Live Oak, Capitola, Seacliff, Aptos, Watsonville, and ends at Pajaro, in northern Monterey County where it connects to regional and state rail lines.

The RTC understands that state law (PUC §99640) requires Proposition 116 bond funds to be used for: (a) intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction, or (b) other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel. **The RTC is committed to meeting the requirements set by Proposition 116 and CTC Resolutions.** The attached Fact Sheet (Attachment 1) provides a summary of RTC's plans for rail service. Attachment 2 describes how RTC has met the conditions outlined in CTC Resolution PA-10-06.

The RTC purchased the rail corridor from Union Pacific in 2012 and consistent with Proposition 116 and CTC conditions, the short line operator continued freight rail service and immediately initiated recreational passenger service after the close of escrow. The RTC and short line operators have also made significant repairs and upgrades to railroad infrastructure and Santa Cruz County voters approved Measure D in 2016, which includes funds for rail line maintenance and repairs. Since that time, the RTC has evaluated service options for public transit service in

the corridor, including potential station locations, costs, ridership projections, and schedules. While there have been proposals by some community members and groups to railbank or remove the railroad tracks, in January 2019, after extensive analysis and public input conducted through the Unified Corridor Study, **the RTC board unanimously affirmed its commitment to leave the railroad infrastructure in place, maintain freight rail service, and institute high-capacity public transit service.**

While initiating high-capacity public transit service in the rail corridor is part of the preferred scenario approved by the RTC on January 19, 2019, it will not happen immediately. The RTC wants to get it right and is working with the bus transit operator, Caltrans Division of Rail, partners in Monterey County and the Coast Rail Coordinating Council to discuss critical network integration. The RTC will need to conduct environmental review and most importantly secure funding for capital and operations. The State Rail Plan, SB1-Solutions for Congested Corridors Program, Transit and Intercity Rail Capital Program (TIRCP) provide significant opportunities to expand transit service in our county. We look forward to partnering with the CTC, Caltrans, CalSTA and FTA to do so.

As previously discussed, the RTC purchased the rail line to increase mobility options for our community, visitors, and businesses. The rail corridor provides an alternative to congested roadways, it connects our major cities and towns, connects to rail lines serving the rest of the state, supports more compact development and more predictable travel times, and can help us meet state greenhouse gas reduction targets. We appreciate the CTC's ongoing commitment to preserve existing transportation systems and improve transit, goods movement, bicycle and pedestrian facilities, and local and state roadways.

Please let me know if you have any questions or need additional information. As always, we look forward to working with you and your staff to improve and expand transportation options in Santa Cruz County and welcome you, CTC Commissioners and/or staff to meet with me or the RTC board to discuss the Santa Cruz Branch Rail corridor.

Sincerely,



Guy Preston
Executive Director

Attachment 1
Fact Sheet
Santa Cruz Branch Rail Line

SCCRTC is meeting the conditions of the Prop 116 funds:

- Short line Railroad operator in place; 10-year ACL executed between SCCRTC and Progressive Rail, Inc.
- Active freight service
- Passenger Rail Service requirement is met by recreational passenger rail service until commuter rail service is implemented

Passenger Rail Implementation:

- Adoption of the Unified Corridor Investment Study in January 2019:
 - Unanimously affirmed leaving railroad infrastructure in place
 - Preserving corridor for future high-capacity public transit service
 - Freight service continuing and excursion passenger rail service in the near term
- High capacity transit service is planned for the rail corridor
- An alternatives analysis will be conducted to narrow down transit options to be studied under CEQA. This will simplify the future CEQA analysis, as well as reduce cost and duration.

Ongoing Efforts:

- Storm Damage Repairs ongoing; completion 2020
- Bridge Inspections of 29 bridges ongoing; repairs needed to timber trestles.
- Monterey Bay Sanctuary Scenic Trail within the corridor adjacent to the rail (Rail Trail)
- Working with Caltrans Rail
 - Will pursue Network Integration Study funds
 - Participating in regional and statewide Network Integration Study efforts

Attachment 2

CTC Conditions (Resolution PA-10-06, Amending Resolution PA-08-01)

1. Provide the CTC a copy of the executed Administration, Coordination and License Agreement between the RTC and operator
 - ✓ Approved and executed by the SCCRTC on October 14, 2010, and delivered to CTC staff same day. The initial rail operator (Iowa Pacific Holdings) is no longer operating on the rail line and after a public competitive process the RTC selected a new operator (Progressive Rail) who took over from Iowa Pacific. The RTC entered into an Administration Coordination and License Agreement with Progressive Rail which is very similar to the agreement with the initial operator.
2. Explain the use of Net Liquidation Value (NLV) as the methodology for the appraisal valuation to support the request of \$10.2 million in Proposition 116 funds and \$4 million in State Transportation Improvement Program (STIP) funds;
 - Information was provided to CTC in 2009-2011 via appraisals, supplemental information, and various written and oral communications with Caltrans and CTC staff;
 - Caltrans Division of Right-of-Way recommended approval of the \$14.2 million funding for purchase of the rail line following review of the appraisal and supplemental information provided
3. Commit, by resolution, to be responsible for initiating recreational passenger rail service, in accordance with Public Utilities Code (PUC) Section 99640;
 - ✓ Resolution 04-11 approved by the SCCRTC on August 5, 2010.
 - ✓ The rail corridor has been used for **expanded excursion passenger rail service**. Within weeks of RTC taking ownership in 2012, RTC's short-line operator, Iowa Pacific Holdings initiated the "Train to Christmas Town." Additionally, historic steam trains, demonstration trains, and other holiday trains have operated on the line ever since. However, due to significant storm damage to some sections of the line during the 2017 storms that impacted facilities statewide, expanded recreational service has been on hold until repairs are made (expected completion 2020). The current rail operator was granted the license for recreational passenger rail service and will put together an operating plan for such service for consideration by the SCCRTC.
4. Commit, by resolution, to be responsible for continuing freight rail service for as long as would be required by the Surface Transportation Board (STB);
 - ✓ Resolution 04-11 approved by the SCCRTC on August 5, 2010.
 - ✓ **Freight operations have continued** on the Santa Cruz Branch Rail Line. The line remains in "common carrier status" under the Surface Transportation Board and freight services will continue as required by the STB.

- ✓ On June 14, 2018, the RTC approved the Administration, Coordination and License Agreement with Progressive Rail to serve as the new short-line operator - Progressive Rail - for rail operations on the Santa Cruz Branch Rail Line. Progressive Rail is replacing Iowa Pacific Holdings (IPH) as the short-line operator. Unfortunately, the financial situation for IPH changed and IPH became unable to fulfill all the terms of its administration, coordination and license agreement with the RTC. IPH worked with the RTC to transition the operation to the new operator. The RTC's agreement with Progressive Rail ensures that the RTC, as the owner of the rail line, meets its obligations to the California Transportation Commission, Caltrans, the Surface Transportation Board, the Federal Railroad Administration, the California Public Utilities Commission and the local businesses who depend on rail service for goods movement.
5. Commit, by resolution, to be responsible for hazardous waste clean-up and not seek State transportation funds for any clean-up costs and to indemnify the State for both present and future hazardous waste clean-up liabilities; and
- ✓ Resolution 29-10 approved by the SCCRTC on May 6, 2010.
6. If the RTC ceases to use the Branch Line for the original purpose as approved by the CTC, RTC commits, by resolution, to reimburse the State the allocated amount or the then fair market value of the property.
- ✓ Resolution 04-11 approved by the SCCRTC on August 5, 2010.
 - ✓ RTC board understands this requirement and reaffirmed its commitment to maintaining the railroad infrastructure on January 19, 2019.
 - ✓ In 2013-15, the RTC utilized \$5.3 million in STIP funds allocated by the CTC for **structures and other rail infrastructure upgrades** needed to maintain and expand passenger and freight rail service. Construction included replacement of the 340-foot-long steel La Selva Bridge, replacement of a small timber bridge with a culvert and rehabilitation of three other timber bridges.
 - ✓ In 2012, 2013 and 2016 Iowa Pacific Holdings **upgraded different sections of the track from excepted track to Class 1** in advance of running excursion trains. In total this includes about 15 miles of the 32-mile rail line.
 - ✓ In 2015, the RTC completed a **Rail Transit Feasibility Study** that looked at a range of transit service options for the corridor. The study found that rail transit service on the branch line is feasible, with strong partnership with the state. The RTC appreciates CTC Commissioner Ghielmetti's suggestion earlier this year for RTC and other potential and existing transit operators to continue discussions about opportunities for funding new transit services statewide.
 - ✓ In 2016, more than 2/3rds of voters in Santa Cruz County approved Measure D. The **Measure D Expenditure Plan dedicates 8% of revenues from the half-cent sales tax for the Rail Corridor** - infrastructure preservation and analysis of future potential uses of the corridor to better serve Santa Cruz County residents and visitors. Projects include maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line and analysis (including environmental and economic analysis) to answer important community

questions about possible future transit and other transportation uses of the corridor through an open, transparent public process.

- ✓ Consistent with Measure D, a Caltrans Planning Grant, and the Senate Bill 1 Congested Corridor program, the **RTC prepared a comprehensive Unified Corridor Investment Study (UCS)**. Through the UCS, the RTC examined how a range of transportation improvements work together to make the most effective use of the community's north/south transportation corridor including three parallel routes: Highway 1, Soquel Ave/Dr-Freedom Blvd, and the Santa Cruz Branch Rail Line. As requested by the community, the range of options evaluated included trail with transit and trail-only options. This study builds on analysis done in the **2015 Rail Transit Feasibility Study**, the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan, and the Highway 1 corridor plans. While there are members of the community who would like to see the track removed, the RTC has maintained that it wants to maximize the transportation benefits of the line.
- ✓ Sections of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) – rail trail which are currently under development are being built adjacent to, and not in place of, the railroad tracks.
- ✓ In April 2018, the RTC established a list of on-call consultants to provide assistance with **civil engineering, structure inspections and engineering, and construction management**; as well as assessment and/or execution of civil engineering reports, design, cost estimates and related work, traffic engineering related to grade crossing concerns, inspection of rail bridges and culverts, right of way engineering, and other tasks required for the upkeep of the Santa Cruz Branch Rail Line Property.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.6
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Michael Keever, Chief (Acting)
Division of Project Management

Subject: **FISCAL YEAR 2018-19 – SECOND QUARTER – PROJECT DELIVERY REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Division of Project Management's Fiscal Year 2018-19 Project Delivery Report, for the second quarter, to the California Transportation Commission (Commission) at its March 13-14, 2019 meeting, as an informational item.

BACKGROUND:

The purpose of the quarterly Project Delivery Report is to provide the Commission with project delivery information on transportation projects for which the Department was fully responsible for development and construction management. This report is pursuant to the reporting requirements specified by Government Code Sections 14524.16, 14526.6, 14529, and the Commission's action in October 2017.

Attachment



Second Quarter Fiscal Year 2018-19 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



Contents

Executive Summary	Pg 1
Performance Measures	Pg 2
Project Watch List	Pg 3
Milestone Performance Report	Pg 14
Project Approval, Environmental Documents	Pg 15
Right of Way: Projects Certified	Pg 16
Delivery: Projects Designed and Ready for Construction	Pg 19
Construction: Projects Constructed	Pg 21
Closeout Costs	Pg 22
Appendix	Pg 24
(A) Caltrans Fiscal Year 2017-18 State Transportation Improvement	
Program Project Closeout	Pg 25
(B) Caltrans Fiscal Year 2017-18 State Highway Operation and Protection	
Program Project Closeout	Pg 27
B1. SHOPP funds by phase programmed, allocated, and expended for project greater than \$50M	Pg 31
B2. SHOPP funds by phase programmed, allocated, and expended for projects less than \$50	Pg 34
(C) Caltrans Fiscal Year 2017-18 Capital Outlay Support	
G-12 Request Summary	Pg 35
(D) Risks Retired Since Previous Report	Pg 36
(E) Construction Contracts Awarded vs Supplemental to Award	Pg 39
(F) Construction Completed vs Supplemental to Complete Construction	Pg 40

Executive Summary

Introduction

The California Department of Transportation (Caltrans) delivers transportation capital programs that preserve, protect, and enhance performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects, such as bridge rehabilitation and pavement rehabilitation, help the highway system last longer and decrease maintenance costs. Safety projects reduce fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing new highways.

Purpose

This report provides project delivery information on transportation projects for which Caltrans was fully responsible for development and construction management.

Performance Measures

Measuring and reporting performance on project milestones shows how well Caltrans is meeting its commitments to deliver projects as promised in its primary work programs: the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and for locally funded projects where Caltrans is the implementing agency.

Contract for Delivery Performance Measure Summary – 2nd Quarter Fiscal Year 2018-19

Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Project Approval, Environmental Documents								
Draft Environmental Documents Completed	29	46	63%	94	31%	91	97%	78%
Projects Approved	136	154	88%	262	52%	258	98%	89%
Right of Way: Projects Certified								
Projects Certified	89	76	117%	257	35%	256	99%	97%
Allocation Funds Committed (millions)	\$47	NA	NA	\$170	28%	\$170	100%	97%
Delivery: Projects Designed and Ready for Construction								
Projects Designed and Ready for Construction	59	60	98%	263	22%	263	100%	98%
Capital Value Ready for Allocation (millions)	\$723	\$713	101%	\$2,566	28%	\$2,310	90%	88%
Construction: Projects Constructed								
Projects Constructed	106	106	100%	178	60%	172	97%	89%
Closeout Costs								
State Transportation Improvement Program Costs (millions)	\$692.5	\$626.5	110%	NA	NA	NA	NA	93%
State Highway Operation and Protection Program Costs (millions)	\$1,033.6	\$1,149.1	90%	NA	NA	NA	NA	89%

Project Watch List

The Project Watch List identifies projects deemed "at risk" for budget overruns or schedule delays. Projects are continuously monitored and brought to the attention of managers and transportation stakeholders to resolve or minimize issues affecting the budget, scope, or schedule.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, and in order to keep projects on track to award, projects that have not been included on the watch list may require supplemental funds requests between reports. While this report is intended to reflect information at the end of the reporting period, information for narratives is updated up to the time the report is published to provide the most accurate information possible.

Budget (Supplemental Funds) and Delivery Risks

Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use its annual federal obligation authority and other available transportation funding effectively. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting capital or capital outlay support (COS) budget change requests to the Commission, Caltrans thoroughly examines each request to validate costs and evaluate options. A summary of current budget risks is provided in the table below.

Summary of Potential Supplemental Funds

Budget Risk Type	Projects	Programmed Budget (millions)	Estimated Risk \$ (millions)	Potential Date
Pre-Construction – 30 of 1,296 Total Projects or 2%				
COS Supplementals	13	\$59	\$13	Within 6 months
Greater Than 120% Allocations	15	\$137	\$94	Within 6 months
Supplementals to Award	2	\$17	\$9	Within 6 months
During Construction – 25 of 725 Total Projects or 3%				
COS Supplementals	11	\$55	\$14	Within 1 year
Supplementals to Complete Construction	12	\$1,000	\$73	Within 1 year
Partnership Projects - Local Agency Implementing Agency	2	\$1,000	\$59	After completion
Post-Construction – 9 of 913 Total Projects or <1%				
COS Supplementals	8	\$282	\$59	Within 1 year
Right of Way Adjustments	1	\$5	\$4	After completion
Total	64	\$2,555	\$325	
Total Risks Versus Active Projects: 64 of 2,856¹ or 2.2%				

¹/2,856 is the total number of active projects at the time of this report.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Pre-Construction-Delivery Delays: 55 Projects at risk of missing the FY 18/19 (and beyond) delivery years								
MEN	001	Mendocino 1 Three Bridges Project	SHOPP	2,825	Fiscal Year Delivery	Very High	New	The risk is due to staff re-assignment to handle the immediate needs of emergency projects.
DN	101	Hunter/Panther Creek Bridge Replacement	SHOPP	33,373	Fiscal Year Delivery	Very High	New	The risk is due to involves staff re-assignments to handle the immediate needs of emergency projects.
HUM	101	Corridor Bridge Rails	SHOPP	13,655	Fiscal Year Delivery	Very High	Same as Previous	Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated.
HUM	101	Eureka/Arcata Corridor MBGR	SHOPP	9,715	Fiscal Year Delivery	Very High	Same as Previous	The risk involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated.
LAK	029	Lake 29 Expressway - Safety	SHOPP	66,050	Fiscal Year Delivery	Low	Decreased	7 of 21 parcels are going to condemnation. RTL is at risk since Caltrans might not have possession of all the parcels in time.
HUM	101	4th Street Safety	SHOPP	10,016	Fiscal Year Delivery	High	Same as Previous	Scope increase due to the addition of driveway replacements to the project has increased the RW lead-time from 12 months to 21 months. The team is taking a risk to deliver the project based on its current schedule.
HUM	254	CONSTRUCT FISH CREEK BRIDGE	SHOPP	2,909	Fiscal Year Delivery	Medium	New	Involves the need for topographic surveying to address sensitive environmental and design issues that includes fish passage and stream modeling.
MEN	020	CAMP 20 SAFETY PROJECT	SHOPP	5,511	Fiscal Year Delivery	High	New	Permits.
HUM	101	Arcata Acc./Decel. Lanes	SHOPP	12,027	Fiscal Year Delivery	Very High	Same as Previous	Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in the available acreage for wetland creation than originally anticipated.
MEN	001	Pudding Creek CAPM	SHOPP	15,113	Fiscal Year Delivery	Medium	Same as Previous	Involves Coastal Permit.
MEN	020	Shoulder Widening near Willits	SHOPP	603	Fiscal Year Delivery	Very High	New	Needs additional surveys to complete the RW mapping needs.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
VAR	VAR	Trinity Workers Safety	SHOPP	4,684	Fiscal Year Delivery	High	New	Permit delay from the SHA-TRI National Forest Service due to the Federal Government Shutdown impacts the scheduled FY delivery.
VAR	VAR	North Canyon TMS Improvement	SHOPP	6,246	Fiscal Year Delivery	Medium	Increased	Involves challenging RW needs and acquisitions with numerous external public and private stakeholders.
VAR	VAR	North Canyon TMS Improvement	SHOPP	196	Fiscal Year Delivery	Medium	Same as Previous	RW acquisition issues; potential damage to access road.
TEH	099	Los Molinos ADA	SHOPP	7,131	Fiscal Year Delivery	High	Increased	Right of Way Cert Delay due to Carr Fires.
VAR	005	Sims Crag Combine	SHOPP	28,085	Fiscal Year Delivery	Medium	New	Permit delay from the USFS due to the Federal Government Shutdown impacts the scheduled FY delivery.
YUB	020	Browns Valley Rehab	SHOPP	62,610	Fiscal Year Delivery	High	New	Right of way acquisition, involves potential condemnation of 4 parcels.
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	30,765	Fiscal Year Delivery	Very High	New	Permits, right of way condemnation, utility relocation.
SAC	VAR	Paintersville & Mokelumne Seismic Retrofit	SHOPP	38,681	Fiscal Year Delivery	Very High	New	Permits.
YUB	070	Simmerly Slough (SHOPP)	SHOPP	82,900	Fiscal Year Delivery	High	New	Involves the Army Corp of Engineers 408 Permit and potential RW condemnation.
NEV	080	Farad Ditch Slope Stabilization	SHOPP	12,520	Fiscal Year Delivery	Medium	New	Right of way acquisition.
BUT	070	BUT 70 Four Lane Widening (Seg 1 STIP)	STIP	27,700	Fiscal Year Delivery	Very High	New	Involves Section 7 consultation with USFWS and several permits including Army Corp of Engineers USFW permits.
YUB	020	Timbuctoo	SHOPP	67,321	Fiscal Year Delivery	Medium	New	Utility Relocation challenges; Approval is needed from the Public Utility Commission.
SAC	VAR	Lagoon Creek and American River Bridge	SHOPP	26,792	Fiscal Year Delivery	Very High	New	Involves 408 permit from the Army Corp of Engineers.
ED	050	Camino Safety Project	SHOPP	48,000	Fiscal Year Delivery	Very High	New	PAED involves investigation of cultural resources. Native American consultation is needed. The delay in PAED will also result in PS&E delay.
BUT	099	Cottonwood Creek Bridge Replacement	SHOPP	11,964	Fiscal Year Delivery	Low	New	Involves 408 permit from the Army Corp of Engineers.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
NEV	174	SR-174 Safety Improvement Project	SHOPP	28,803	Fiscal Year Delivery	High	New	Involves right of way acquisition, utility relocation, and environmental permit.
COL	005	Maxwell SRRA	SHOPP	5,616	Fiscal Year Delivery	Low	New	Involves scope change to address sludge removal problems that were recently identified. Environmental completed bio assessment application and re-initiated
BUT	032	Chico ADA Infrastructure	SHOPP	5,265	Fiscal Year Delivery	High	New	Right of way acquisition.
SAC	099	RHMA Overlay-ADA ramps/sw	SHOPP	45,012	Fiscal Year Delivery	Medium	New	Involves ADA issues.
BUT	070	Ophir Palermo Safety, (Seg 1 SHOPP)	SHOPP	32,720	Fiscal Year Delivery	Very High	New	Involves Section 7 consultation with UFWs and Army Corps of Engineers 401 and 404 permits.
SON	001	Gleason Realignment	SHOPP	46,800	Fiscal Year Delivery	Very High	Same as Previous	Visual mitigation requirements and possible condemnation.
ALA	084	NILES CANYON ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT	SHOPP	42,074	Fiscal Year Delivery	High	Same as Previous	The environmental document is being challenged legally by the Alameda Creek Alliance impacting environmental permits.
ALA	880	Lake Merritt Railroad Bridge Replacement	SHOPP	3,000	Fiscal Year Delivery	High	Same as Previous	Right of way acquisition challenges.
CC	580	Repair Spalled Concrete Columns and Spandrel Beams		0	Fiscal Year Delivery	Medium	New	Permit delays due to the Federal Government Shutdown impacts the scheduled FY delivery.
CC	580	Remove Travelers, Paint Structural Steel & Misc Structural Steel Repair	LOCAL	0	Fiscal Year Delivery	Medium	New	Permit delays due to the Federal Government Shutdown impacts the scheduled FY delivery.
ALA	084	NILES CANYON SAFETY PROJECT (MEDIUM TERM IMPROVEMENTS)	SHOPP	39,800	Fiscal Year Delivery	High	Same as Previous	The environmental document is being challenged legally by the Alameda Creek Alliance impacting environmental permits.
SCL	280	SCL, 280, Seismic Restoration, Arasteradero RD, UC and Bird Ave.	SHOPP	5,569	Fiscal Year Delivery	Low	New	Permit delays due to the Federal Government Shutdown impacts the scheduled FY delivery.
SB	101	Gaviota Rest Area Water Systems Upgrade	SHOPP	5,295	Fiscal Year Delivery	Medium	Same as Previous	Additional requirements are introduced for Coastal Development Permit, Zoning Clearance, and Conditional Use Permit.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SLO	041	Route 41 Atascadero ADA Project	SHOPP	8,612	Fiscal Year Delivery	High	Same as Previous	Addition of bike lanes introduced and designed by the city will be incorporated into the state's plans, which will result in additional reviews that were unaccounted for.
MON	001	Big Sur CAPM	SHOPP	29,520	Fiscal Year Delivery	Medium	Decreased	Involves utility relocation and needs utility agreement.
SBT	025	Rte 25 Curve Alignment Restoration	SHOPP	1,181	Fiscal Year Delivery	Very High	New	Involves high risks for cultural resources involving native American tribal groups.
SLO	001	Piedras Blancas Offsite Mitigation	SHOPP	11	Fiscal Year Delivery	High	New	Permits.
KER	223	Derby Street Signalization	SHOPP	3,468	Fiscal Year Delivery	Low	New	Right of way acquisition.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	10,022	Fiscal Year Delivery	Very High	Same as Previous	The project involves fish passage and 1602 permit challenges with the California Department of Fish and Wildlife.
LA	101	Bridge Replacement	SHOPP	19,066	Fiscal Year Delivery	High	Same as Previous	Right of way acquisition.
SBD	040	SBD 40 REGRADE MEDIAN CROSS SLOPE (NEAR ARIZONA)	SHOPP	35,088	Fiscal Year Delivery	Low	Same as Previous	The project is at risk regarding four permits: 1602 and 2081 with the Department of Fish & Wildlife; 401 for California Water Quality Control Board and 404 for Army Corps of Engineers.
RIV	010	RIV 10 REHAB SUBSTRUCTURE	SHOPP	17,325	Fiscal Year Delivery	Low	Same as Previous	Permits.
MER	099	MER-99 PAVEMENT	SHOPP	81,819	Fiscal Year Delivery	Very High	Increased	Right of way acquisition.
SJ	099	VICTOR ONRAMP	SHOPP	11,110	Fiscal Year Delivery	High	New	Right of way acquisition.
SJ	004	SJ SR 4 Reconstruction of	SHOPP	4,057	Fiscal Year Delivery	High	New	Right of way acquisition.
SD	008	BUCKMAN SPRINGS SRRA WATER SYSTEMS	SHOPP	6,278	Fiscal Year Delivery	Very High	Same as Previous	The project needs the concurrence of the US Forest Service.
IMP	008	I-8 IMPERIAL AVENUE INTERCHANGE	STIP-RIP	39,098	Fiscal Year Delivery	Medium	Decreased	Involves Utility Relocation.
SD	008	SD-008-R25.1/R40.1 - REHABILITATE CULVERTS.	SHOPP	0	Fiscal Year Delivery	High	Same as Previous	The culverts are within the Tribal Reservation.
ORA	133	12-0N870 Extend NB merge lane at Canyon Acres.	SHOPP	3,764	Fiscal Year Delivery	High	Increased	Needs coastal zone permit.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Pre-Construction-COS Supplementals: 13 projects with a programmed budget of \$59M and risks between \$3M to \$13M								
DN	101	Dr. Fine Bridge Replacement	SHOPP	10,942	PA&ED	High	Same as Previous	Involves three challenging alternatives that are being evaluated regarding the Environmental Document.
HUM	036	Alton 015 Shoulder Widening	SHOPP	1,005	PA&ED	Very High	New	RW acquisition challenges involving an operational truck and logging mill site.
LAK	VAR	3 BRIDGES	SHOPP	943	PA&ED	High	New	Unexpected work is needed to further verify the floodwater elevation to widen Morrison Creek bridge.
LAK	VAR	3 BRIDGES	SHOPP	410	PS&E	Very High	New	Unexpected work is needed to further verify the floodwater elevation to widen Morrison Creek bridge.
LAK	VAR	3 BRIDGES	SHOPP	195	Right of Way Support	High	New	Unexpected work is needed to further verify the floodwater elevation to widen Morrison Creek bridge.
LAK	VAR	2 BRIDGES	SHOPP	726	PS&E	Very High	New	Scope Change involves bridge replacement and widening strategies.
LAK	VAR	2 BRIDGES	SHOPP	200	PA&ED	Very High	New	Scope Change involves bridge replacement and widening strategies.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	1,112	PS&E	High	Same as Previous	Scope and strategy changes due to the results of a fish passage analysis impacting the PS&E phase.
LA	066	Upgrade Americans with Disabilities Act Ramps & Accessibility	SHOPP	50	Right of Way Support	Low	Decreased	Involves RW challenges; additional potholing is needed.
SBD	015	RECONSTRUCT SB CAJON SCALE HOUSE	SHOPP	286	PA&ED	Medium	New	Strategy change from reconstructing an old scale house facility to construction of a new scale house.
KER	014	Rosamond-Mojave Rehab	SHOPP	40,515	PA&ED	Very High	Increased	Environmental issues; sensitive species discovered.
STA	005	WESTLEY REST AREA REHAB	SHOPP	400	PS&E	High	New	Strategy change involved splitting the wastewater facility from an originally combined rest area project; the wastewater facility requires a complete re-design of electrical and mechanical work.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SD	075	SR-75 CORONADO BRIDGE-PIERS	SHOPP	2,823	PA&ED	Very High	Increased	The project involves a seismic retrofit study that currently projects a \$2M increase in the total funding needs.
Pre-Construction-Greater Than 120% Allocation: 15 projects with a programmed budget of \$137M and risks between \$58M to \$94M								
LAK	VAR	3 BRIDGES	SHOPP	1,800	Construction Capital	High	New	The need to increase the project scope to accommodate dedicated sidewalks for the Complete Streets requirements.
MEN	020	Calpella 2 Bridge Replacements	SHOPP	25,832	Construction Capital	High	New	The selected alternative involves a single long bridge which is significantly more costly than what the PIR anticipated.
MEN	162	Rodeo Creek Slide II	SHOPP	7,630	Construction Capital	Very High	Same as Previous	Geotech data revealed larger than anticipated slope failure.
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	21,614	Construction Capital	High	New	Permits and RW Cert complexity.
ED	050	Cameron Park Safety	SHOPP	1,200	Construction Capital	High	New	Involves elevated unit projects and scope increase to include ADA ramps.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	2,460	Construction Capital	High	Same as Previous	Unclear design strategy at the early stages; issues are being worked out. Current structure costs exceed the estimates in the Advance Planning Studies.
LA	005	Drainage Rehabilitation	SHOPP	1,384	Construction Capital	High	Same as Previous	A late discovery revealed that the existing soil cannot be reused, requiring additional construction capital.
LA	001	Tunnel Lighting	SHOPP	5,180	Construction Capital	High	Increased	The number of light fixtures for the tunnel has increased, resulting in an increase in the construction capital.
LA	005	Upgrade Pumps	SHOPP	4,803	Construction Capital	High	Same as Previous	The project needs electrical supply upgrades.
RIV	010	RIV 10 REHAB SUBSTRUCTURE	SHOPP	12,399	Construction Capital	Low	Decreased	Deeper piles than expected caused the estimates to go up.
MNO	395	Little Walker Shoulders	SHOPP	5,455	Construction Capital	High	Increased	The project is being combined with another shoulder widening project in the same area. High bids are expected.
MER	152	MERCED SEISMIC RESTORATION	SHOPP	6,530	Construction Capital	High	New	Analysis of super-structure found liquefaction at two of seven bridges; the soil settlement challenges is expected to result in cost increases.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SJ	099	VICTOR ONRAMP	SHOPP	11,110	Construction Capital	Medium	New	Involves increase in added sign structure work, roadway utility relocation, and increase in structure estimates.
SJ	205	SR205 SMART CORRIDOR - PHASE 2	SHOPP	13,257	Construction Capital	Medium	New	Needs additional storage lengths at the on-ramps, increasing the number of working days and construction estimates.
MER	005	MER John Erreca Roadside Rest Area	SHOPP	16,700	Construction Capital	High	Increased	Involves increase in added sign structure work, roadway utility relocation, and increase in structure estimates.
Pre-Construction-Supplementals to Award: 3 projects with a programmed budget of \$17M and risks between \$4M to \$9M								
SIS	096	96 Culverts	SHOPP	3,271	Construction Capital	High	Same as Previous	Bids came higher than expected.
ALA	880	Ala 880 Roadway Rehabilitation Project	SHOPP	9,582	Construction Capital	High	New	Bids came higher than expected.
MON	068	Pacific Grove Shoulder Widening	SHOPP	3,753	Construction Capital	High	New	Bids came higher than expected.
During Construction-COS Supplementals: 11 projects with a programmed budget of \$55M and risks between \$8M to \$14M								
KER	058	Gap Closure Rehab	SHOPP	4,055	Construction Support	Low	New	Due to multiple projects in the area, lane closures may have to be restricted resulting in potential increases to contract duration and support costs.
LA	047	Schuyler Heim Bridge Replacement	SHOPP	0	Construction Support	Low	Same as Previous	Supplemental funds were approved at the March 2016 CTC meeting with 50% confidence.
LA	405	5 its upgrade	SHOPP	1,476	Construction Support	Medium	Same as Previous	During construction, the communication conduits were identified as deteriorated and there are compatibility challenges between the present communication system and the new fiber optic system; mitigation of these items requires additional Construction Support.
LA	001	1 amber alert	SHOPP	1,480	Construction Support	Medium	Same as Previous	Involves additional equipment testing at the project locations and at the Regional Traffic Management Center.
VEN	126	Cold plane overlay	SHOPP	3,186	Construction Support	High	Same as Previous	Involves additional construction working days.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
CAL	004	BIG TREES STATE PARK WALL	SHOPP	1,947	Construction Support	Very High	Increased	Extensive high groundwater because of the extra wet season in 16/17 caused extension of the construction seasons and the need for additional resources to oversee the installation of retaining walls.
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	12,200	Construction Support	Very High	Same as Previous	Construction Claims
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	7,000	Right of Way Support	Very High	Same as Previous	Involves disposal of excess parcels.
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	20,000	Construction Support	Very High	Same as Previous	Address claims for delays due to utility relocation and railroad agreement.
ALP	VAR	Tree Pruning and Removal	SHOPP	1,260	Construction Support	High	Decreased	Involves Hazardous trees, biological/cultural survey and biological/cultural and native American monitoring.
ALP	VAR	ALP, CAL, AMA TREE PRUNING	SHOPP	2,800	Construction Support	Low	Decreased	Involves biological/cultural surveys and biological/cultural and Native American monitoring tasks.
During Construction-Supplementals to Complete Construction: 12 projects with a programmed budget of \$1B and risks between \$36M to \$73M								
MEN	101	Peregrine Slides	SHOPP	13,762	Construction Capital	Medium	New	Complicated geotechnical issues delayed the construction progress which might result in a Supplemental to Complete Construction.
SHA	005	Antlers Br Replacement	SHOPP	134,150	Construction Capital	High	Same as Previous	Claims.
NEV	080	Nev 80, Near Truckee, Relocate Floriston Sand House	SHOPP	2,478	Construction Capital	Medium	New	Involves construction claim disputes regarding "Buy America" steel.
KER	119	119/43 Roundabout	SHOPP	4,200	Construction Capital	Medium	New	Involves utility relocation conflicts.
LA	047	Schuyler Heim Bridge Replacement	SHOPP	428,421	Construction Capital	Medium	Same as Previous	Additional funds may be needed base on the latest Risk Management and Exposure (RME) Report.
LA	018	Replace bridge deck LA-18	SHOPP	3,732	Construction Capital	High	Same as Previous	Repairs to damaged local road caused by traffic detour.
LA	710	LA-710 Rehab Phase 1	SHOPP	217,000	Construction Capital	High	Same as Previous	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	210	Pavement & Roadway Rehab	SHOPP	17,173	Construction Support	Medium	Same as Previous	Project was delayed due to discovery of additional damaged slabs, coordination with the locals for events at the Rose Bowl, and the permit process with the City of Pasadena.
LA	001	Malibu Roadway Stabilization	SHOPP	10,432	Construction Capital	High	Same as Previous	Involves a CCO to accommodate for a pedestrian/bicycle path.
SBD	058	SBD 58 KRAMER JCT- CMGC	STIP	172,630	Construction Capital	Low	New	Involves RW acquisition challenges; this is a CMGC project and RW cert is being delivered in sections.
CAL	004	BIG TREES STATE PARK WALL	SHOPP	7,167	Construction Capital	Very High	Increased	Identified unexpected extensive groundwater that had to be mitigated via installation of drains and diversion systems to enable construction of several retaining walls.
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	67,084	Construction Capital	Very High	Same as Previous	Utility Relocation issues and claims and arbitration are expected.
During Construction-Partnership Projects-Local Agency Implementing Agency: 2 project components with a programmed budget of \$1B and risks between \$19M to \$59M								
SF	101	Presidio Parkway P3	SHOPP	966,500	Construction Capital	High	Same as Previous	Landscape commitments in the Presidio.
LA	710	Gerald Desmond Bridge	SHOPP	45,000	Construction Support	Low	Same as Previous	Additional support needed for increased working days.
Post-Construction-COS Supplementals to Closeout: 8 projects with a programmed budget of \$282M and risks between \$0.1M to \$59M								
SAC	080	I-80 Across the Top	Bond	107,088	Construction Capital	Medium	New	Construction Claims.
MON	VAR	Roadside Safety improvements, MON County	SHOPP	2,209	Construction Capital	Medium	Same as Previous	Construction Claims.
TUL	099	Goshen to Kingsburg 6-lane	Bond	75,863	Construction Capital	Very High	Same as Previous	Construction Claims.
SJ	005	NORTH I-5 REHAB	SHOPP	53,056	Construction Capital	Medium	Same as Previous	Construction Claims.
AMA	088	AMADOR 88 CAPM	SHOPP	6,810	Construction Capital	Medium	New	Construction Claims.
AMA	088	SILVER LAKE CAMPGROUND CAPM	SHOPP	3,625	Construction Capital	Medium	New	Construction Claims.
SJ	099	Installation of fiber optic cable in Arch Road Interchange	SHOPP	3,490	Construction Capital	Medium	New	Construction Claims.
ORA	074	12-0E310 - I5/SR74 Interchange	STIP	30,231	Construction Capital	Medium	Same as Previous	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Post Construction: Right of Way Adjustment: 1 project with programmed budget of \$5M and risks between \$0.1M to \$4M								
SB	101	Linden & Casitas Pass Interchanges	STIP	5,394	Right of Way Capital	High	Same as Previous	Involves utility companies and locals share adjustments.

Contract for Delivery

Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

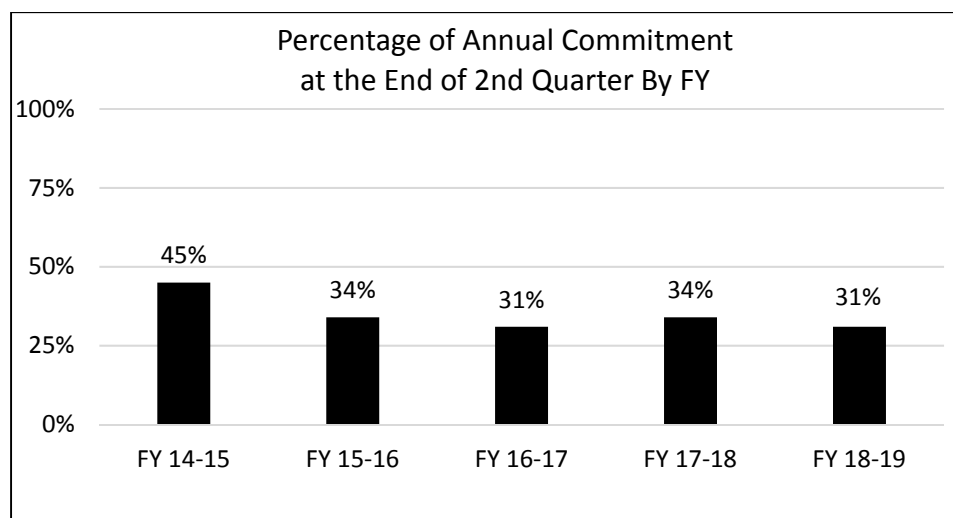
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2018-19, Caltrans committed to deliver 94 draft environmental documents. Through the end of the second quarter, fiscal year 2018-19, Caltrans completed a total of 29, or 31 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 2nd Quarter FY 2018-19

Fiscal Year 2018-19

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
29	46	63%	94	31%	91	97%	78%



Project Approval Summary

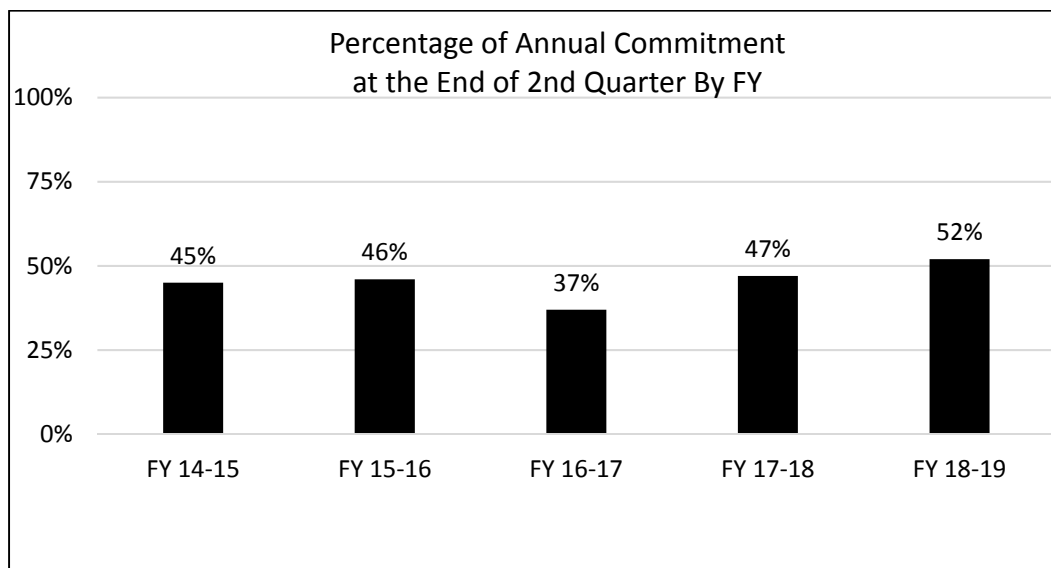
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2018-19, Caltrans committed to deliver 262 project approvals and environmental documents. Through the end of the second quarter, fiscal year 2018-19, Caltrans approved a total of 136, or 52 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 2nd Quarter FY 2018-19

Fiscal Year 2018-19

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
136	154	88%	262	52%	258	98%	89%



Right of Way: Projects Certified

Projects Certifications Summary

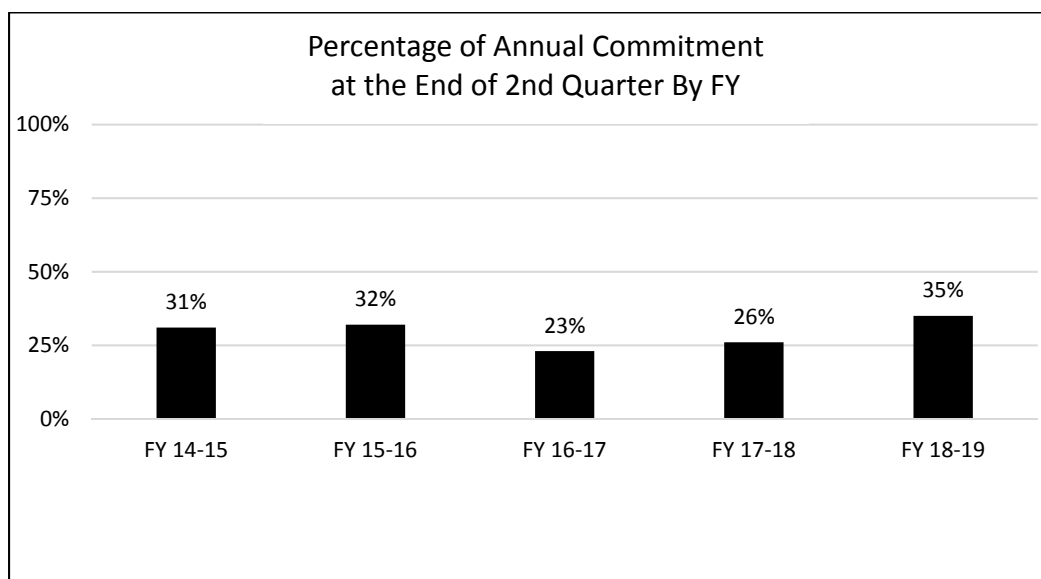
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2018-19, Caltrans committed to certify right of way for 257 projects. Through the end of the second quarter, fiscal year 2018-19, Caltrans certified a total of 89 projects, or 35 percent of the annual commitment.

Measure: Projects Certified – 2nd Quarter Fiscal Year 2018-19

Fiscal Year 2018-19

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
89	76	117%	257	35%	256	99%	97%



Allocated Funds Committed

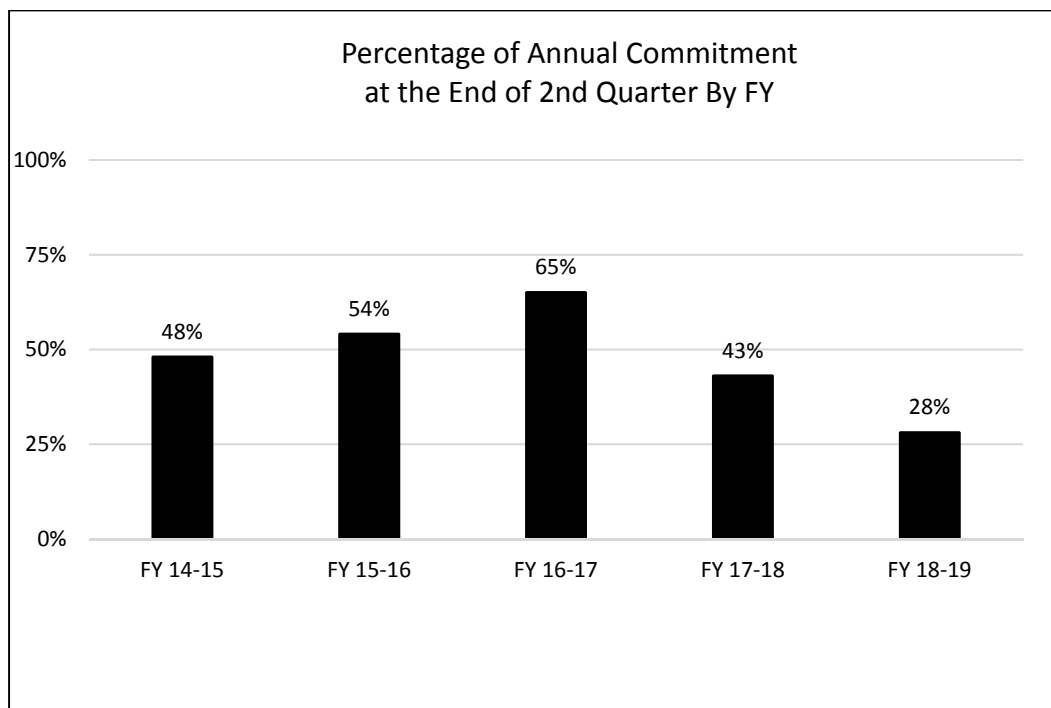
The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2018-19, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of \$170 million. Through the end of the second quarter, fiscal year 2018-19, Caltrans committed \$47 million, or 28 percent of the annual right of way allocation approved by the Commission. This is not typical as shown in the diagram below. The reason is due to the challenges related to the Coordinated Border Infrastructure Program (CBI) involving timely implementation of utility relocation plans by the utility owners in Calpine and San Diego. Only \$2 million (8%) of the CBI funds could be committed in the second quarter.

Measure: Allocated Funds Committed – 2nd Quarter Fiscal Year 2018-19

Fiscal Year 2018-19 (millions)

Annual Commitment			Year-End Projection		Last Five Fiscal Year Average
Committed	Plan	Percent	Forecast	Percent	Percent
\$47	\$170	28%	\$170	100%	97%



Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures for fiscal year 2018-19. The table shows the allocation and the actual funds committed by category.

Right of Way Capital Funding (millions)

Category	Allocated (millions)	Committed (millions)	Committed Percent Per Category
Capital Projects			
State Transportation Improvement Program (STIP)	\$ 26.2	\$ 15.5	59%
State Highway Operation and Protection Program (SHOPP)	\$ 95.2	\$ 27.6	29%
Subtotal - Capital Projects	\$ 121.4	\$ 43.1	36%
Other Categories			
Post-certification	\$ 20.6	\$ 0.6	3%
Permit Fees	\$ 1.0	\$ 0.3	31%
Damage to Property (Inverse)	\$ 1.5	\$ 0.9	59%
Coordinated Border Infrastructure Program (CBI)	\$ 25.5	\$ 2.0	8%
Subtotal - Other Categories	\$ 48.6	\$ 3.8	8%
TOTAL	\$ 170.0	\$ 46.9	28%

Delivery: Projects Designed and Ready for Construction

Contract to Deliver Summary

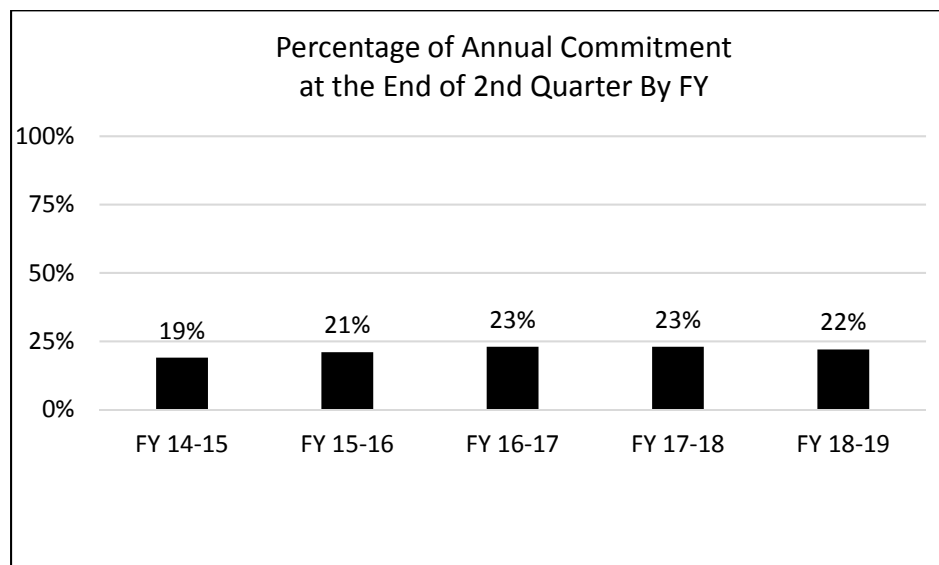
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows Caltrans to advertise and award construction contracts and begin construction.

In fiscal year 2018-19, Caltrans committed in the Contract for Delivery to deliver 263 projects ready for construction, valued at \$2.56 billion. Through the end of the second quarter, Caltrans delivered 59 projects, or 22 percent of the annual commitment, with an estimated value of \$723 million.

Measure: Projects Designed and Ready for Construction – 2nd Quarter FY 2018-19

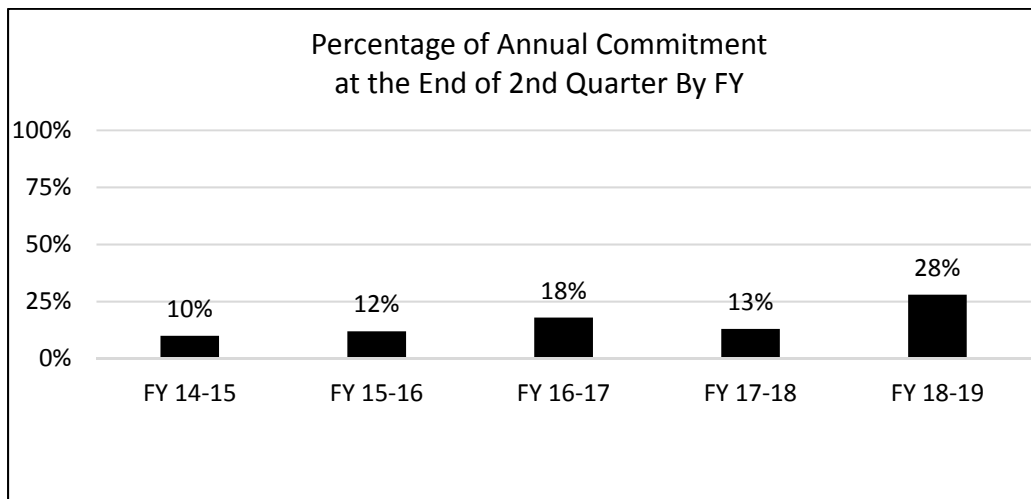
Fiscal Year 2018-19 Contract For Delivery

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
59	60	98%	263	22%	263	100%	98%



Measure: Contract Value Delivered – 2nd Quarter Fiscal Year 2018-19**Fiscal Year 2018-19 Contract for Delivery (millions)**

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$723	\$713	101%	\$2,566	28%	\$2,310	90%	88%

**Contract For Delivery Support Costs****FY 2018-19 Year to Date Contract for Delivery Support Costs**

Projects Completed	Programmed Support Budget (millions) ¹	Expended (millions)	Percent Expended
59	\$149	\$99	66%

¹Programmed Support is the year-to-date total support (excluding Con Sup) to deliver the Contract for Delivery projects as of Q2, 18/19. It consists of PAED, PS&E, and RW Support from the PAED phase through RTL.

Construction: Projects Constructed

Projects Constructed Summary

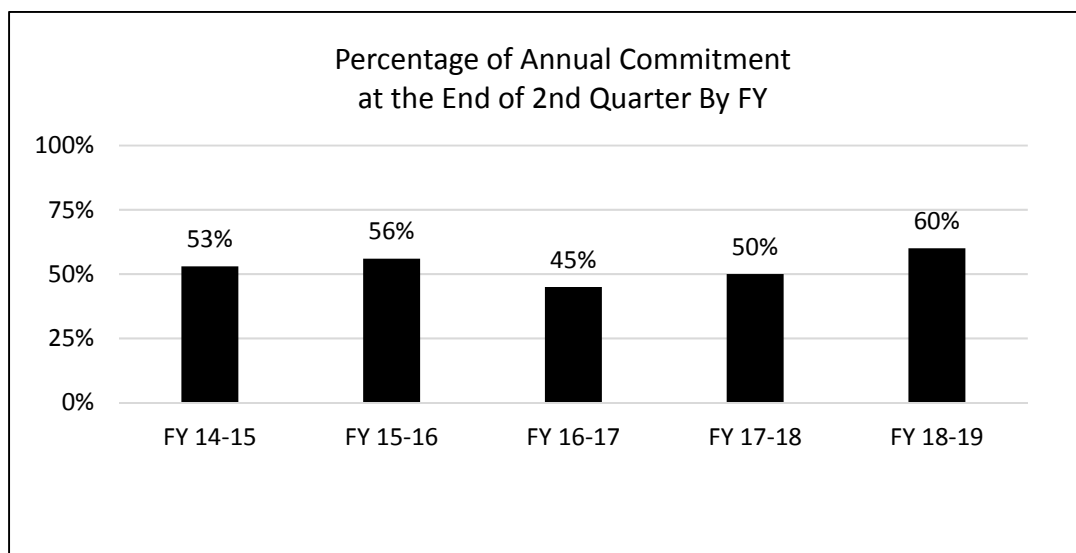
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor's work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- In fiscal year 2018-19, Caltrans committed to complete construction of 178 projects. Through the end of the second quarter, fiscal year 2018-19, Caltrans has completed 106, or 60 percent of the annual commitment.
- At the end of the second quarter, fiscal year 2018-19, Caltrans had 793 projects valued at \$8.50 billion under construction.

Measure: Projects Constructed – 2nd Quarter Fiscal Year 2018-19

Fiscal Year 2018-19

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
106	106	100%	178	60%	172	97%	89%



STIP and SHOPP Closeout Costs

Closeout Costs Summary

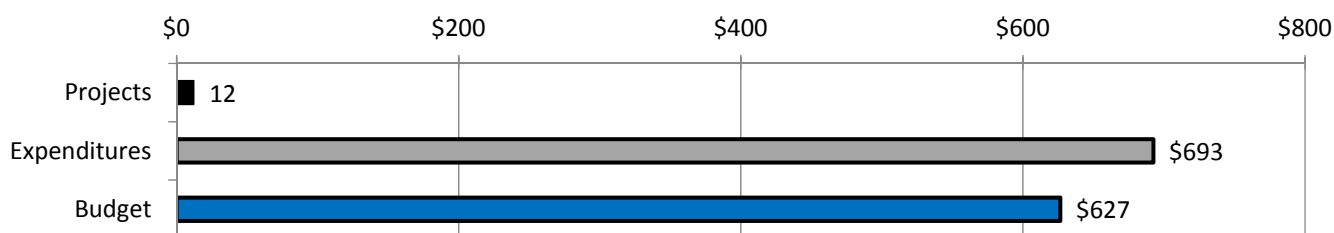
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted (completed) two quarters ago.

- Through the end of the second quarter, fiscal year 2018-19, Caltrans has closed out 12 State Transportation Improvement Program projects. The final approved budget for these projects was \$626.5 million. The actual cost to complete these projects was \$692.5 million, or 110 percent of the final approved budget.
- Through the end of the second quarter, fiscal year 2018-19, Caltrans has closed out 143 State Highway Operation and Protection Program projects. The final approved budget for these projects was \$1,149.1 million. The actual cost to complete these projects was \$1,033.6 million, or 90 percent of the final approved budget.

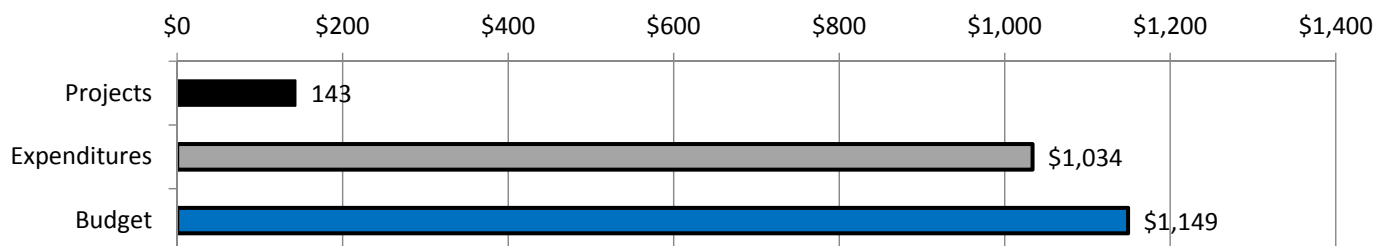
Measure: Program Costs – 2nd Quarter Fiscal Year 2018-19

Program	Budget (millions)	Expended (millions)	Savings (millions)	Percent Expended	Last Five Fiscal Year Average
STIP	\$626.5	\$692.5	-\$66	110%	93%
SHOPP	\$1,149.1	\$1,033.6	\$115.5	90%	89%

State Transportation Improvement Program Closeout – Program Costs (millions)



State Highway Operation and Protection Program Closeout – Program Costs (millions)



Commission Initial Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

SHOPP

Pursuant to Sections 57(b) through (d) of the adopted Interim SHOPP Guidelines and consistent with the California Transportation Commission's action in October 2017 (Tab 80, Reference No. 4.7), Appendices B1, and B2 of this quarterly report provide the following:

- A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of \$50 million or greater or a total SHOPP programmed amount (in right-of-way and/or construction) of \$15 million or greater.
- An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.

STIP

As required by Government Code 14525.6, the table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for STIP projects that completed construction in the second quarter of Fiscal Year 2018-19. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the initial allocated amounts for each program. The costs in this table do not include non-state funds. The table below is generated from the projects listed in Appendix A of this report. Construction costs are calculated six months after the end of construction.

STIP Program Closeout – Construction Costs (\$1,000s)

Program	Construction Support ¹			Construction Capital		
	Initial Allocation	Final Approved Budget ²	Expended	Initial Allocation	Final Approved Budget ²	Expended
STIP	36,249	40,447	38,377	87,371	89,420	81,202
CMIA	5,000	5,000	5,000	52,500	35,838	35,621
OTHER ³	7,038	591	480	7,500	7,183	6,359

¹ Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds and requires Caltrans to report on allocated construction components.

² Final Approved Budget is the sum of all approved commission allocations plus delegated G-12 adjustments.

³ OTHER includes Locally Generated (i.e., measure funds...) and Federal Discretionary funds.

Appendix

- (A) Caltrans Fiscal Year 2018-19 State Transportation Improvement Program Project Closeout. Construction costs are calculated six months after the end of construction.
- (B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout. Construction costs are calculated six months after the end of construction.
 - (B1) A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of \$50 million or greater or a total SHOPP programmed amount (in right-of-way and/or construction) of \$15 million or greater.
 - (B2) An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.
- (C) Caltrans Fiscal Year 2018-19 Capital Outlay Support G-12 Request Summary
- (D) Caltrans Fourth Quarter, Fiscal Year 2018-19 Watch List: Retired Risks
- (E) Construction Contracts Awarded vs Supplemental to Award
- (F) Construction Contracts Completed vs Supplemental to Complete Construction

(A) Caltrans Fiscal Year 2018-19
State Transportation Improvement Program¹
Project Closeout

Project Description			Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Delivery Year			
			Original Budget ³	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	
1st Quarter													
ORA	91	Rt 91 Replacement Planting Project for 0G330	\$ 339	\$ 583	\$ 658	\$ 2,129	\$ 2,142	\$ 2,712	\$ 2,800	12/13	12/13	0	On Time
SM	1	San Pedro Creek bridge	\$ 1,025	\$ 3,625	\$ 5,090	\$ 8,679	\$ 8,636	\$ 12,304	\$ 13,726	11/12	13/14	(2)	Delayed
IMP	98	SR-98 WEST WIDENING PHASE 1B	\$ 4,336	\$ 4,336	\$ 6,402	\$ 8,530	\$ 7,807	\$ 12,866	\$ 14,209	14/15	15/16	(1)	Delayed
RIV	215	RIV 215 REPLACEMENT PLANTING (4)	\$ 1,520	\$ 1,520	\$ 974	\$ 1,382	\$ 1,312	\$ 2,902	\$ 2,286	13/14	13/14	0	On Time
IMP	78	BRAWLEY BYPASS LANDSCAPE	\$ 341	\$ 341	\$ 1,283	\$ 1,424	\$ 1,317	\$ 1,765	\$ 2,600	12/13	13/14	(1)	Delayed
2nd Quarter													
LA	5	I-5 Carmenita Interchange	\$ -	\$ 54,907	\$ 73,482	\$ 270,133	\$ 330,868	\$ 325,040	\$ 404,350	09/10	09/10	0	On Time
SD	805	RC I805 DESIGN BUILD STAGE1	\$ -	\$ 30,900	\$ 21,096	\$ 90,700	\$ 86,957	\$ 121,600	\$ 108,054	11/12	11/12	0	On Time
FRE	180	180 Freeway Landscape	\$ -	\$ 1,297	\$ 1,842	\$ 5,632	\$ 5,516	\$ 6,929	\$ 7,358	11/12	11/12	0	On Time
TUL	65	Terrabella Expressway - Segment 1	\$ -	\$ 7,823	\$ 11,319	\$ 21,782	\$ 21,855	\$ 29,605	\$ 33,174	15/16	15/16	0	On Time
SB	246	Route 246 Passing Lanes	\$ -	\$ 14,013	\$ 14,097	\$ 20,922	\$ 19,553	\$ 34,935	\$ 33,650	14/15	14/15	0	On Time
SD	163	SR-163 BALBOA TE PHASE 2	\$ -	\$ 2,043	\$ 2,322	\$ 4,416	\$ 4,062	\$ 6,459	\$ 6,384	14/15	13/14	1	Early
ORA	5	12-0F96C I-5 HOV Segment 2	\$ -	\$ 17,539	\$ 14,577	\$ 51,826	\$ 49,333	\$ 69,365	\$ 63,910	13/14	13/14	0	On Time
Totals				\$ 138,927	\$ 153,143	\$ 487,554	\$ 539,357	\$ 626,481	\$ 692,500				

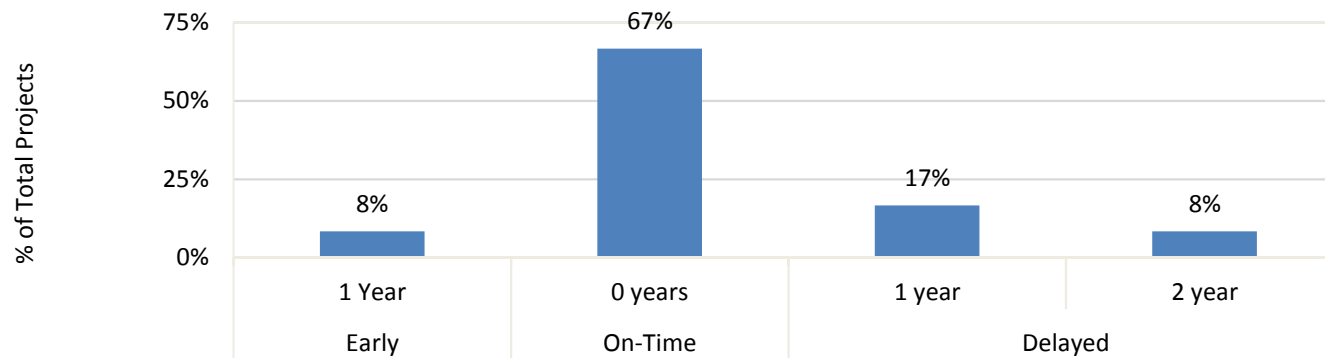
¹ State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.² Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies.³ New project in 2014 Program Document or later.

**(A) Caltrans Fiscal Year 2018-19
State Transportation Improvement Program
Project Closeout**

FY 18-19 STIP Closeout Delivery Year Summary

	Early		On-Time	Delayed	
	2 year	1 Year	0 years	1 year	2 year
Number of Projects	0	1	8	2	1
Approved Capital Budget (\$1,000's)	\$ -	\$ 4,416	\$ 464,505	\$ 9,964	\$ 8,679

Distribution of FY 18-19 STIP Closeout Delivery Year Summary



(B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout																
Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	Delivery Year			Construction Output ²				
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs		Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit		
1st Quarter																
LA 005 New assign		\$ 925	\$ 1,275	\$ 1,500	\$ 1,326	\$ 2,425	\$ 2,601	No	11/12	12/13	(1) Delayed	50	50	Acre(s)		
LA 110 110 @ 101		\$ 1,182	\$ 922	\$ 1,575	\$ 1,477	\$ 2,757	\$ 2,399	Yes	12/13	12/13	0 On Time	0.3	0.3	Lane mile(s)		
ORA 073 Rt 73 Stormwater Source Control Project		\$ 6,180	\$ 6,708	\$ 12,861	\$ 11,836	\$ 19,041	\$ 18,544	Yes	09/10	12/13	(3) Delayed	95	94.5	Acre(s) treated/pollutant		
RIV 015 Riv 15 Place Shoulder Rumble Strips	\$ 432	\$ 1,219	\$ 854	\$ 495	\$ 366	\$ 1,714	\$ 1,220	Yes	16/17	16/17	0 On Time	187		Collision(s) reduced		
SD VAR SD-VAR STORMWATER TMDL CHOLLAS CR #2		\$ 4,491	\$ 4,549	\$ 5,159	\$ 5,052	\$ 9,650	\$ 9,601	Yes	09/10	13/14	(4) Delayed	95	267.4	Acre(s) treated/pollutant		
ALA 580 Nickname Required	\$ 900	\$ 900	\$ 1,084	\$ 2,000	\$ 1,936	\$ 2,900	\$ 3,021	No	16/17	16/17	0 On Time	1	1	Location(s)		
SBD 173 SBD 173 REPAIR FIRE DAMAGE	\$ 260	\$ 260	\$ 376	\$ 480	\$ 176	\$ 740	\$ 553	Yes	16/17	16/17	0 On Time	1	1	Location(s)		
VEN 101 VEN 101 ADA	\$ 482	\$ 1,467	\$ 1,173	\$ 417	\$ 339	\$ 1,884	\$ 1,512	Yes	16/17	16/17	0 On Time	4	1	Structure(s)		
VAR VAR North Valley Shoulder Backing Repair	\$ 150	\$ 150	\$ 60	\$ 760	\$ 326	\$ 910	\$ 386	Yes	16/17	16/17	0 On Time	5	5	Location(s)		
DN 199 Smith River Curve Improvement		\$ 3,436	\$ 2,581	\$ 3,053	\$ 2,825	\$ 6,489	\$ 5,407	Yes	15/16	15/16	0 On Time	52	52	Collision(s) reduced		
MON 198 198 Centerline Rumble Strip	\$ 733	\$ 733	\$ 225	\$ 607	\$ 544	\$ 1,340	\$ 769	Yes	17/18	16/17	1 Early	25	25	Collision(s) reduced		
FRE 168 Auberry Road Roundabout		\$ 3,002	\$ 3,912	\$ 3,955	\$ 3,168	\$ 6,957	\$ 7,080	No	15/16	15/16	0 On Time	23	23	Collision(s) reduced		
MEN 101 Slope Repair CCA 3-19-18	\$ 415	\$ 415	\$ 368	\$ 6,010	\$ 4,158	\$ 6,425	\$ 4,526	Yes	16/17	16/17	0 On Time	1	2	Location(s)		
PLU 070 Historic Rock Wall Failure	\$ 510	\$ 510	\$ 167	\$ 7,710	\$ 353	\$ 8,220	\$ 520	Yes	17/18	17/18	0 On Time	1	1	Location(s)		
GLE 005 HMA Overlay - Glenn 005	\$ 6,000	\$ 6,570	\$ 3,954	\$ 23,893	\$ 23,311	\$ 30,463	\$ 27,266	Yes	16/17	15/16	1 Early	80	80	Lane mile(s)		
SBD 060 Sbd 60 Chino Relocate Irrigation facilities, Etc.	\$ 736	\$ 736	\$ 581	\$ 945	\$ 804	\$ 1,681	\$ 1,384	Yes	16/17	16/17	0 On Time	128	128	Location(s)		
STA 099 SR99 SAFETY IMPROVEMENTS	\$ 3,572	\$ 3,572	\$ 2,091	\$ 3,575	\$ 2,918	\$ 7,147	\$ 5,008	Yes	15/16	15/16	0 On Time	39	39	Collision(s) reduced		
SLO 041 RTE 41 HOMESTEAD MCMILLAN CAPM	\$ 3,145	\$ 3,145	\$ 2,188	\$ 12,566	\$ 11,535	\$ 15,711	\$ 13,723	Yes	15/16	15/16	0 On Time	42.9	44.7	Lane mile(s)		
SBT 156 San Juan Bautista Route 156 CAPM	\$ 1,575	\$ 1,879	\$ 1,425	\$ 5,726	\$ 5,312	\$ 7,605	\$ 6,737	Yes	17/18	15/16	2 Early	14.8	12.1	Lane mile(s)		
RIV 215 Riv 215 TMS Elements	\$ 3,084	\$ 3,084	\$ 3,097	\$ 6,682	\$ 5,903	\$ 9,766	\$ 9,001	Yes	14/15	14/15	0 On Time	80	79	Field element(s)		
SBD 040 SBD 40 Haller, Rojo, Clipper Bridges Replacements		\$ 12,906	\$ 10,653	\$ 22,680	\$ 22,286	\$ 35,586	\$ 32,939	Yes	13/14	13/14	0 On Time					
SM 001 Surfer's Beach	\$ 500	\$ 500	\$ 1,184	\$ 899	\$ 856	\$ 1,399	\$ 2,040	No	14/15	14/15	0 On Time	1	1	Location(s)		
CAL 026 VISTA DEL LAGO SIGNAL		\$ 1,951	\$ 2,138	\$ 1,866	\$ 1,857	\$ 3,817	\$ 3,995	No	15/16	15/16	0 On Time	12	12	Collision(s) reduced		
MER 165 FOWLER AVE LEFT TURN		\$ 1,978	\$ 2,425	\$ 2,590	\$ 1,752	\$ 4,568	\$ 4,177	Yes	14/15	15/16	(1) Delayed	3	3	Collision(s) reduced		
SB 154 Cachuma Pass Cap-M	\$ 2,682	\$ 3,349	\$ 2,353	\$ 13,669	\$ 12,982	\$ 17,018	\$ 15,335	Yes	15/16	15/16	0 On Time	42.6	33.5	Lane mile(s)		
SBD 010 SBD 10 LANE REPLACEMENT IN REDLANDS		\$ 5,373	\$ 5,751	\$ 27,851	\$ 26,679	\$ 33,224	\$ 32,430	Yes	14/15	14/15	0 On Time	12.5	12.5	Lane mile(s)		
SIS 005 South Weed 2R	\$ 6,770	\$ 6,770	\$ 5,076	\$ 28,781	\$ 25,860	\$ 35,551	\$ 30,936	Yes	14/15	14/15	0 On Time	27	27	Lane mile(s)		
ALA 880 Storm Water Mitigation Project on I880 near West Oakland BART		\$ 883	\$ 1,155	\$ 1,813	\$ 1,632	\$ 2,696	\$ 2,787	No	10/11	13/14	(3) Delayed	12	12	Acres Treated/Pollutant		
SHA 299 BGI Capstone		\$ 8,090	\$ 10,173	\$ 40,433	\$ 35,398	\$ 48,523	\$ 45,571	Yes	13/14	13/14	0 On Time	64	64	1,000 vehicle hour(s)/yr		
VEN 101 101 Far North Pavement		\$ 2,496	\$ 1,753	\$ 4,303	\$ 3,633	\$ 6,799	\$ 5,386	Yes	11/12	15/16	(4) Delayed	9	4	Lane mile(s)		
SBD 018 SBD 18 BIG BEAR ADA IMPROVEMENTS		\$ 3,122	\$ 4,594	\$ 3,882	\$ 2,730	\$ 7,004	\$ 7,324	No	12/13	14/15	(2) Delayed	55	27	Structure(s)		
SD VAR UPRGR BR RAIL END TRTMTNS VAR LOCS		\$ 2,645	\$ 2,900	\$ 4,835	\$ 4,621	\$ 7,480	\$ 7,522	No	15/16	15/16	0 On Time	174	177	Collision(s) reduced		
RIV 243 RIV 243 REPLACE CULVERT	\$ 510	\$ 510	\$ 712	\$ 1,930	\$ 1,670	\$ 2,440	\$ 2,382	Yes	16/17	16/17	0 On Time	6	6	Location(s)		
ED 049 ED49 Slipout Repair	\$ 600	\$ 600	\$ 415	\$ 3,000	\$ 745	\$ 3,600	\$ 1,159	Yes	16/17	16/17	0 On Time	3	3	Location(s)		
SBD 040 RIV 40 REPAIR PAVEMENT	\$ 120	\$ 120	\$ 52	\$ 410	\$ 340	\$ 530	\$ 392	Yes	17/18	17/18	0 On Time	1	1	Location(s)		
SCR 017 Hwy 17 SHOULDER WIDENING & CONCRETE GUARDRAIL		\$ 4,341	\$ 3,262	\$ 6,920	\$ 6,176	\$ 11,261	\$ 9,438	Yes	14/15	14/15	0 On Time	9	9	Collision(s) reduced		
SON 001 Nickname Required	\$ 2,500	\$ 2,500	\$ 1,258	\$ 5,210	\$ 3,460	\$ 7,710	\$ 4,717	Yes	16/17	16/17	0 On Time	1	1	Location(s)		
ALA 013 STORM DAMAGE, RETAINING WALL MORAGA AVE. SLIDE		\$ 1,992	\$ 4,247	\$ 4,177	\$ 4,016	\$ 6,169	\$ 8,263	No	13/14	15/16	(2) Delayed	1	1	Location(s)		
ED 050 ED 50 Temp Rdwy Stabilization	\$ 170	\$ 170	\$ 141	\$ 1,540	\$ 1,248	\$ 1,710	\$ 1,389	Yes	16/17	16/17	0 On Time	1	1	Location(s)		
ORA 091 Modify signals, lighting at Valley view and St College	\$ 1,434	\$ 1,466	\$ 1,954	\$ 1,544	\$ 1,381	\$ 3,010	\$ 3,335	No	15/16	15/16	0 On Time	77	77	Collision(s) reduced		
CAL 004 CAL & MPA ADA Curb Ramps		\$ 1,257	\$ 1,866	\$ 1,732	\$ 1,747	\$ 2,989	\$ 3,613	No	15/16	15/16	0 On Time	4	4	Location(s)		
BUT 099 East Ave Off-Ramp Widening	\$ 550	\$ 550	\$ 816	\$ 1,264	\$ 1,093	\$ 1,814	\$ 1,909	No	16/17	16/17	0 On Time	24	24	Collision(s) reduced		
LA 138 Rte 138 Safety Improvements		\$ 9,198	\$ 6,125	\$ 11,574	\$ 8,456	\$ 20,772	\$ 14,582	Yes	13/14	13/14	0 On Time	20.4	20.4	Lane mile(s)		
SD 078 LIGHTING STRIPING MBGR UPRGR I-5 TO I-15		\$ 3,377	\$ 3,362	\$ 5,663	\$ 5,259	\$ 9,040	\$ 8,621	Yes	15/16	15/16	0 On Time	284	284	Collision(s) reduced		
ORA 039 12-0N590 Signal & ADA RTE 39 Ball to Lincoln	\$ 758	\$ 887	\$ 906	\$ 748	\$ 717	\$ 1,635	\$ 1,623	Yes	16/17	15/16	1 Early	72	72	Collision(s) reduced		
VAR 101 Exit Retrofit signs	\$ 1,090	\$ 1,770	\$ 1,389	\$ 6,578	\$ 5,813	\$ 8,348	\$ 7,202	Yes	14/15	14/15	0 On Time	866	915	Sign(s)		
DN 101 Log Crossing Repair		\$ 3,990	\$ 1,961	\$ 3,603	\$ 3,474	\$ 7,593	\$ 5,435	Yes	13/14	15/16	(2) Delayed	1	1	Location(s)		
ALA 880 Nickname Required	\$ 180	\$ 180	\$ 524	\$ 700	\$ 678	\$ 880	\$ 1,202	No	15/16	15/16	0 On Time	1	1	Location(s)		
MEN 101 Willits Sidewalks	\$ 1,672	\$ 1,672	\$ 1,156	\$ 2,241	\$ 1,916	\$ 3,913	\$ 3,072	Yes	16/17	16/17	0 On Time	10	17	Curb ramp(s)		
ALA 080 MBGR REPLACEMENT IN BERKELEY	\$ 609	\$ 1,348	\$ 1,533	\$ 2,037	\$ 1,880	\$ 3,385	\$ 3,413	No	16/17	16/17	0 On Time	4.5	4.5	Collision(s) reduced		
SBD 060 Sbd 60 Chino - Relocation of irrigation facilities	\$ 732	\$ 732	\$ 642	\$ 1,149	\$ 804	\$ 1,881	\$ 1,446	Yes	16/17	16/17	0 On Time	120	120	Location(s)		
ORA 261 Rt 261 Stormwater Source Control Project - RW		\$ 1,704	\$ 1,602	\$ 1,903	\$ 1,720	\$ 3,607	\$ 3,323	Yes	15/16	15/16	0 On Time	38	16.2	Acre(s) treated/pollutant		
SBD 015 SBD 15 REMOVE AND REPLACE DAMAGED BRIDGE DECK	\$ 470	\$ 470	\$ 354	\$ 2,000	\$ 1,980	\$ 2,470	\$ 2,334	Yes	16/17	16/17	0 On Time	1	1	Location(s)		
MER 152 SR152 MERCED MEDIAN BARRIERS	\$ 1,089	\$ 1,089	\$ 962	\$ 2,175	\$ 2,055	\$ 3,264	\$ 3,017	Yes	16/17	16/17	0 On Time	36	36	Collision(s) reduced		
VEN 101 SW MITIGATION		\$ 4,654	\$ 2,230	\$ 2,049	\$ 1,805	\$ 6,703	\$ 4,035	Yes	14/15	14/15	0 On Time	24.6	26.7	Acre(s) treated/pollutant		

(B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout															
Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	Delivery Year			Construction Output ²			
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs		Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
MPA 140 MARIPOSA TALUS REMOVAL		\$ 1,700	\$ 2,224	\$ 17,200	\$ 15,829	\$ 18,900	\$ 18,052	Yes	14/15	13/14	1 Early	1	1	Location(s)	
TRI 299 Helena Fire Wall	\$ 500	\$ 500	\$ 415	\$ 2,630	\$ 2,592	\$ 3,130	\$ 3,007	Yes	17/18	17/18	0 On Time	1	1	Location(s)	
RIV 010 RIV 10 REHAB	\$ 7,250	\$ 7,250	\$ 5,703	\$ 70,424	\$ 65,003	\$ 77,674	\$ 70,705	Yes	14/15	14/15	0 On Time	120	120	Lane mile(s)	
TUO 120 TUOLUMNE RIVER BRIDGE REHAB		\$ 5,784	\$ 5,819	\$ 19,942	\$ 18,294	\$ 25,726	\$ 24,112	Yes	14/15	14/15	0 On Time	1	1	Structure(s)	
PLU 070 Butte Rogers Flat DO	\$ 500	\$ 500	\$ 71	\$ 3,410	\$ 2,371	\$ 3,910	\$ 2,443	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
YUB VAR Marysville Operational Improvement		\$ 3,136	\$ 3,247	\$ 4,433	\$ 4,108	\$ 7,569	\$ 7,356	Yes	09/10	15/16	(6) Delayed	180	180	vehicle hour(s)/yr	
HUM 299 HUM-299 REPAIR STORM DAMAGE	\$ 190	\$ 190	\$ 102	\$ 660	\$ 163	\$ 850	\$ 265	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
LAK 029 Lakeport OC ADA CCA 3-22-18	\$ 762	\$ 791	\$ 844	\$ 970	\$ 901	\$ 1,761	\$ 1,745	Yes	16/17	16/17	0 On Time	10	7	Curb ramp(s)	
BUT 032 Ivy Street Signals	\$ 1,260	\$ 1,467	\$ 1,350	\$ 1,511	\$ 551	\$ 2,978	\$ 1,901	Yes	16/17	16/17	0 On Time	18	18	Collision(s) reduced	
VAR VAR Teh 32 and Plu 36 Pavement Repairs	\$ 300	\$ 300	\$ 215	\$ 1,600	\$ 1,404	\$ 1,900	\$ 1,619	Yes	16/17	16/17	0 On Time	1	2	Location(s)	
VAR VAR South East Drop offs	\$ 700	\$ 700	\$ 690	\$ 4,500	\$ 4,372	\$ 5,200	\$ 5,062	Yes	16/17	16/17	0 On Time	1	4	Location(s)	
SD 094 SD-94 RAIL UPGRADE	\$ 2,249	\$ 2,448	\$ 2,299	\$ 1,149	\$ 1,081	\$ 3,597	\$ 3,380	Yes	16/17	16/17	0 On Time	535	TBD	Linear feet	
ALA 080 STORM WATER MITIGATION PROJECT IN BERKELEY		\$ 413	\$ 780	\$ 368	\$ 305	\$ 781	\$ 1,085	No	11/12	13/14	(2) Delayed	74.8	74.8	Acres Treated/Pollutant	
SBD 210 HOV BUFFER STRIPING SBD-210		\$ 302	\$ 337	\$ 424	\$ 311	\$ 726	\$ 647	Yes	18/19	16/17	2 Early				
PLU 070 The Gauntlet	\$ 510	\$ 510	\$ 262	\$ 2,510	\$ 2,440	\$ 3,020	\$ 2,702	Yes	16/17	16/17	0 On Time	1	5	Location(s)	
VAR VAR Nickname Required	\$ 1,020	\$ 1,020	\$ 769	\$ 3,420	\$ 3,237	\$ 4,440	\$ 4,006	Yes	15/16	15/16	0 On Time	174	174	Location(s)	
MER 099 MER 99 ROADSIDE IMPROVEMENTS	\$ 1,089	\$ 1,089	\$ 1,404	\$ 1,686	\$ 1,564	\$ 2,775	\$ 2,968	No	15/16	15/16	0 On Time	12	12	Location(s)	
DN 101 South Hamilton Slipout		\$ 2,075	\$ 2,135	\$ 3,864	\$ 3,692	\$ 5,939	\$ 5,827	Yes	13/14	14/15	(1) Delayed	1	1	Location(s)	
PLU 147 Plumas Emergency Pavement Repair	\$ 210	\$ 210	\$ 120	\$ 1,620	\$ 1,589	\$ 1,830	\$ 1,708	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
ED 050 Roadway Settlement Structure Failure	\$ 570	\$ 570	\$ 297	\$ 600	\$ 508	\$ 1,170	\$ 805	Yes	16/17	16/17	0 On Time	2	2	Location(s)	
SM 084 SM-84-Storm Damage Repair at 280 NB on Ramp		\$ 2,760	\$ 3,297	\$ 4,075	\$ 3,819	\$ 6,835	\$ 7,116	No	14/15	14/15	0 On Time	1	1	Location(s)	
MEN 020 LANDSLIDE REPAIR	\$ 190	\$ 190	\$ 175	\$ 1,315	\$ 1,300	\$ 1,505	\$ 1,475	Yes	16/17	16/17	0 On Time	1	3	Location(s)	
LAK 175 LAK-175 storm repairs	\$ 425	\$ 425	\$ 1,232	\$ 5,225	\$ 4,584	\$ 5,650	\$ 5,816	No	16/17	16/17	0 On Time	4	5	Location(s)	
ORA 073 12-0M340 Rte 73/133 El Toro-Widen Rdwy		\$ 1,627	\$ 2,334	\$ 2,514	\$ 2,409	\$ 4,141	\$ 4,743	No	14/15	14/15	0 On Time	41	41	Collision(s) reduced	
DN 101 Last Chance Slips		\$ 2,736	\$ 1,065	\$ 20	\$ 1	\$ 2,756	\$ 1,066	Yes	13/14	15/16	(2) Delayed	2	2	Location(s)	
DN 101 South Last Chance Wall		\$ 1,870	\$ 772	\$ 15	\$ -	\$ 1,885	\$ 772	Yes	15/16	15/16	0 On Time	1	0	Location(s)	
2nd Quarter															
TRI 299 Big French Catchment	\$ 510	\$ 1,450	\$ 4,375	\$ 41,650	\$ 35,227	\$ 43,100	\$ 39,602	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
VAR VAR Seismic Restoration-Var		\$ 4,356	\$ 3,740	\$ 3,795	\$ 2,434	\$ 8,151	\$ 6,174	Yes	15/16	15/16	0 On Time	5	4	Bridge(s)	
LA 005 Elysian Viaduct		\$ 2,250	\$ 4,324	\$ 19,268	\$ 16,908	\$ 21,518	\$ 21,232	Yes	14/15	14/15	0 On Time	1	1	Bridge(s)	
LA 405 Dolores yard repaint project		\$ 3,050	\$ 2,270	\$ 8,879	\$ 7,733	\$ 11,929	\$ 10,002	Yes	12/13	14/15	(2) Delayed	1	1	Bridge(s)	
SJ 099 Installation of fiber optic cable in Arch Road Interchange	\$ 1,100	\$ 1,800	\$ 1,920	\$ 3,488	\$ 2,668	\$ 5,288	\$ 4,588	Yes	15/16	15/16	0 On Time	4.6		Mile(s) of cable	
SCL 085 SCL 85 paving	\$ 720	\$ 1,030	\$ 983	\$ 2,198	\$ 1,933	\$ 3,228	\$ 2,916	Yes	17/18	16/17	1 Early	73	73	Location(s)	
BUT 070 BUT 70 Pulga Soldier Pile Wall	\$ 750	\$ 750	\$ 1,040	\$ 3,540	\$ 2,775	\$ 4,290	\$ 3,814	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
SD 008 SD-8 NIMITZ TO PRESIDIO PARK	\$ 2,841	\$ 3,317	\$ 3,450	\$ 6,433	\$ 5,869	\$ 9,750	\$ 9,320	Yes	16/17	15/16	1 Early	21	21	Lane mile(s)	
MON 183 Blackie Road Rumble Strip Project	\$ 1,085	\$ 1,085	\$ 725	\$ 940	\$ 891	\$ 2,025	\$ 1,617	Yes	17/18	16/17	1 Early	23		Collision(s) reduced	
SD VAR 11-SD-5,8,15,76,79,163,&805 BRIDGES	\$ 1,330	\$ 1,330	\$ 1,444	\$ 3,001	\$ 2,935	\$ 4,331	\$ 4,380	No	16/17	16/17	0 On Time	38	34	Bridge(s)	
SD VAR 11-SD-5,8,15,54,163,805,&905 BRIDGE	\$ 1,250	\$ 1,250	\$ 1,330	\$ 2,008	\$ 1,730	\$ 3,258	\$ 3,060	Yes	16/17	16/17	0 On Time	47	46	Bridge(s)	
ORA 001 12-0N260 RTE 1 NPDES	\$ 1,015	\$ 1,015	\$ 1,071	\$ 246	\$ 244	\$ 1,261	\$ 1,316	No	17/18	16/17	1 Early	0.25	0.3	Acres treated/pollutant	
RIV 111 RIV 111 PLACE CENTERLINE AND SHOULDER RUMBLE STRIPS	\$ 2,431	\$ 2,431	\$ 968	\$ 817	\$ 541	\$ 3,248	\$ 1,510	Yes	17/18	17/18	0 On Time	133	133	Collision(s) reduced	
ORA 001 12-0M470 PCH Signal Upgrade at HB		\$ 3,330	\$ 3,095	\$ 2,373	\$ 2,251	\$ 5,703	\$ 5,346	Yes	15/16	15/16	0 On Time	173	173	Collision(s) reduced	
HUM 169 Martins Ferry Storm Repairs	\$ 330	\$ 330	\$ 412	\$ 3,310	\$ 3,024	\$ 3,640	\$ 3,436	Yes	16/17	16/17	0 On Time	1	5.8	Location(s)	
LA 002 2 Rount Top Dr		\$ 1,200	\$ 1,709	\$ 2,025	\$ 1,726	\$ 3,225	\$ 3,434	No	14/15	14/15	0 On Time	0	15	Location(s)	
MRN 001 Storm Damage Near Slide Ranch. Mrrn-1-PM 8.1		\$ 4,700	\$ 3,157	\$ 3,806	\$ 3,005	\$ 8,506	\$ 6,162	Yes	12/13	15/16	(3) Delayed	1	1	Location(s)	
MON 101 South Greenfield Median Barrier		\$ 2,597	\$ 1,787	\$ 5,407	\$ 5,153	\$ 8,004	\$ 6,940	Yes	14/15	14/15	0 On Time	62		Collision(s) reduced	
MAD VAR Madera Shoulder Rumble Strips	\$ 979	\$ 979	\$ 451	\$ 424	\$ 331	\$ 1,403	\$ 782	Yes	17/18	17/18	0 On Time	41	41	Collision(s) reduced	
NAP 128 SR 128 KNOXVILLE STORM DAMAGE		\$ 1,550	\$ 2,558	\$ 1,280	\$ 905	\$ 2,830	\$ 3,463	No	13/14	15/16	(2) Delayed	1	1	Location(s)	
SLO 001 Piedras Blancas Realignment	\$ 17,000	\$ 17,000	\$ 17,569	\$ 37,201	\$ 34,915	\$ 54,201	\$ 52,485	Yes	13/14	14/15	(1) Delayed	1		Location(s)	
SON 001 Jenner wall Project		\$ 2,476	\$ 2,130	\$ 1,437	\$ 1,216	\$ 3,913	\$ 3,346	Yes	11/12	16/17	(5) Delayed	1	1	Location(s)	
PLU 070 Crib Wall	\$ 605	\$ 605	\$ 377	\$ 2,000	\$ 1,906	\$ 2,605	\$ 2,283	Yes	17/18	17/18	0 On Time	1	1	Location(s)	
MON 198 NORTH FORK WIDENING	\$ 1,756	\$ 2,383	\$ 1,866	\$ 1,357	\$ 1,203	\$ 3,740	\$ 3,068	Yes	16/17	16/17	0 On Time	20		Collision(s) reduced	
SON 116 Nickname Required	\$ 450	\$ 450	\$ 440	\$ 1,010	\$ 359	\$ 1,460	\$ 800	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
NAP 121 Slip-Out Repair (SR 121)	\$ 1,780	\$ 1,780	\$ 3,400	\$ 6,360	\$ 6,200	\$ 8,140	\$ 9,599	No	15/16	15/16	0 On Time	1	2	Location(s)	
MEN 253 Boonville Slide		\$ 2,480	\$ 2,290	\$ 3,604	\$ 3,262	\$ 6,084	\$ 5,552	Yes	13/14	16/17	(3) Delayed	1	1	Location(s)	
SCL VAR Nickname Required	\$ 560	\$ 560	\$ 584	\$ 2,220	\$ 2,180	\$ 2,780	\$ 2,763	Yes	16/17	16/17	0 On Time	4	4	Location(s)	
FRE 168 168 Gore Paving	\$ 932	\$ 1,428	\$ 1,433	\$ 3,618	\$ 3,184	\$ 5,046	\$ 4,617	Yes	16/17	16/17	0 On Time	44	44	Location(s)	

(B) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	Delivery Year			Construction Output ²		
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs		Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
TUL 190 Reservation Road Roundabout		\$ 2,070	\$ 2,964	\$ 3,493	\$ 3,270	\$ 5,563	\$ 6,234	No	11/12	14/15	(3) Delayed	10	10	Collision(s) reduced
ORA 405 12-0N540 Rte 405 Red Hill OC		\$ 6,800	\$ 7,375	\$ 15,803	\$ 10,689	\$ 22,603	\$ 18,064	Yes	14/15	14/15	0 On Time	1	1	Location(s)
SM 001 Nickname Required	\$ 1,825	\$ 1,825	\$ 1,049	\$ 3,210	\$ 1,488	\$ 5,035	\$ 2,537	Yes	16/17	16/17	0 On Time	1	1	Location(s)
LA 005 Upgrade The End Treatments	\$ 2,278	\$ 2,278	\$ 2,633	\$ 4,648	\$ 4,202	\$ 6,926	\$ 6,835	Yes	15/16	15/16	0 On Time	12	39	Collision(s) reduced
SCL 017 Nickname Required	\$ 900	\$ 900	\$ 663	\$ 2,110	\$ 2,088	\$ 3,010	\$ 2,751	Yes	16/17	16/17	0 On Time	2	2	Location(s)
HUM 254 Avenue of the Giants-Four Bridges Project		\$ 3,897	\$ 3,796	\$ 3,373	\$ 2,992	\$ 7,270	\$ 6,787	Yes	11/12	15/16	(4) Delayed	1,550	1,550	Linear feet
MEN 101 STORM REPAIRS NEAR CUMMINGS	\$ 615	\$ 615	\$ 1,124	\$ 6,525	\$ 6,500	\$ 7,140	\$ 7,624	No	16/17	16/17	0 On Time	1	1.5	Location(s)
SBD 015 SBD 15 REPAIR DAMAGED ROAD	\$ 490	\$ 490	\$ 943	\$ 2,600	\$ 2,635	\$ 3,090	\$ 3,578	No	16/17	16/17	0 On Time	2	2	Location(s)
SM 035 Nickname Required	\$ 1,140	\$ 1,140	\$ 899	\$ 1,950	\$ 1,252	\$ 3,090	\$ 2,151	Yes	16/17	16/17	0 On Time	1	1	Location(s)
INY 127 Amargosa Culverts	\$ 1,250	\$ 1,417	\$ 986	\$ 2,490	\$ 2,125	\$ 3,907	\$ 3,111	Yes	16/17	16/17	0 On Time	4	4	Drainage system(s)
SBD 015 SBD 15 CENDA DITCH/WHEATON WASH BR - BROKER TO D12		\$ 6,126	\$ 7,364	\$ 11,790	\$ 10,948	\$ 17,916	\$ 18,312	No	13/14	14/15	(1) Delayed	2	2	Bridge(s)
MNO 395 Walker CAPM	\$ 1,290	\$ 1,568	\$ 1,233	\$ 11,588	\$ 11,078	\$ 13,156	\$ 12,311	Yes	16/17	15/16	1 Early	32.2	30.8	Lane mile(s)
SBT 156 Hollister Route 156 CAPM	\$ 1,812	\$ 2,096	\$ 1,226	\$ 7,113	\$ 7,008	\$ 9,209	\$ 8,234	Yes	17/18	15/16	2 Early	18.2		Lane mile(s)
HUM 096 HUM-96 SLIDE	\$ 340	\$ 340	\$ 191	\$ 1,660	\$ 1,569	\$ 2,000	\$ 1,760	Yes	15/16	15/16	0 On Time	1	1	Location(s)
SOL 029 Cross Walk Var. Locations	\$ 551	\$ 551	\$ 780	\$ 2,069	\$ 1,504	\$ 2,620	\$ 2,284	Yes	15/16	15/16	0 On Time	129	129	Collision(s) reduced
KIN 198 Kings 198 Redington Signal	\$ 1,350	\$ 1,400	\$ 931	\$ 790	\$ 631	\$ 2,190	\$ 1,563	Yes	16/17	16/17	0 On Time	8	8	Collision(s) reduced
LA 605 COYOTE		\$ 9,463	\$ 7,059	\$ 25,354	\$ 22,559	\$ 34,817	\$ 29,618	Yes	13/14	13/14	0 On Time	160	110	Lane mile(s)
SON 001 Blue Slide Retaining Walls		\$ 3,850	\$ 4,129	\$ 4,850	\$ 4,473	\$ 8,700	\$ 8,602	Yes	13/14	15/16	(2) Delayed	1	1	Location(s)
SD 067 SR-67 & DYE OPERATIONAL IMPROVEMENTS		\$ 5,147	\$ 5,912	\$ 8,237	\$ 5,063	\$ 13,384	\$ 10,975	Yes	14/15	14/15	0 On Time	228	800	1,000 vehicle hour(s)/yr
KIN VAR Kings 33/43 Rumble Strips	\$ 800	\$ 800	\$ 587	\$ 643	\$ 440	\$ 1,443	\$ 1,028	Yes	17/18	17/18	0 On Time	26	29	Collision(s) reduced
LA 023 Nickname Required	\$ 202	\$ 202	\$ 198	\$ 1,163	\$ 1,131	\$ 1,365	\$ 1,329	Yes	16/17	16/17	0 On Time	1	1	Location(s)
HUM 096 HUM-96 SLIDE REPAIR	\$ 105	\$ 105	\$ 257	\$ 1,505	\$ 1,465	\$ 1,610	\$ 1,723	No	16/17	16/17	0 On Time	1	1	Location(s)
HUM 096 Repair Slipout near Weitchpec	\$ 975	\$ 975	\$ 1,503	\$ 9,575	\$ 9,529	\$ 10,550	\$ 11,031	No	16/17	16/17	0 On Time	1	4	Location(s)
SAC 005 Yol/Sac 5/50/80 Slab Replacement	\$ 225	\$ 225	\$ 415	\$ 4,000	\$ 3,630	\$ 4,225	\$ 4,045	Yes	16/17	16/17	0 On Time	65	65	Location(s)
HUM 101 Orick CAPM	\$ 3,658	\$ 3,658	\$ 2,082	\$ 13,333	\$ 12,878	\$ 16,991	\$ 14,960	Yes	15/16	15/16	0 On Time	37	35.2	Lane mile(s)
NAP 029 SR 29 CONCRETE BARRIER	\$ 900	\$ 917	\$ 1,308	\$ 1,266	\$ 886	\$ 2,183	\$ 2,194	No	16/17	16/17	0 On Time	2	2	Collision(s) reduced
MEN 101 MEN-101 Culverts	\$ 1,022	\$ 1,022	\$ 878	\$ 2,969	\$ 2,326	\$ 3,991	\$ 3,204	Yes	15/16	15/16	0 On Time	29	29	Drainage system(s)
SCL 009 Nickname Required	\$ 450	\$ 450	\$ 1,276	\$ 5,790	\$ 5,702	\$ 6,240	\$ 6,978	No	16/17	16/17	0 On Time	1	1	Location(s)
VAR 099 Yuba City OPS Project	\$ 800	\$ 1,905	\$ 2,356	\$ 3,382	\$ 3,027	\$ 5,287	\$ 5,383	No	15/16	15/16	0 On Time	8	8	Field element(s)
RIV 371 Riv 371 Place Centerline and Shoulder Rumble Strips	\$ 640	\$ 1,335	\$ 857	\$ 825	\$ 562	\$ 2,160	\$ 1,420	Yes	17/18	17/18	0 On Time	32	32	Collision(s) reduced
LA 060 LA-60 Paramount Blvd. Permanent Restoration	\$ 6,121	\$ 6,121	\$ 3,122	\$ 7,925	\$ 7,189	\$ 14,046	\$ 10,311	Yes	14/15	14/15	0 On Time	1	1	Location(s)
LA 405 Barrier @405		\$ 2,134	\$ 2,245	\$ 2,623	\$ 2,347	\$ 4,757	\$ 4,591	Yes	15/16	15/16	0 On Time	9	22	Collision(s) reduced
SHA 005 I5 South bound Culvert Jack	\$ 300	\$ 300	\$ 79	\$ 782	\$ 432	\$ 1,082	\$ 511	Yes	17/18	17/18	0 On Time	1	1	Location(s)
Totals		\$ 320,143	\$ 302,490	\$ 828,927	\$ 731,138	\$ 1,149,070	\$ 1,033,628							

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

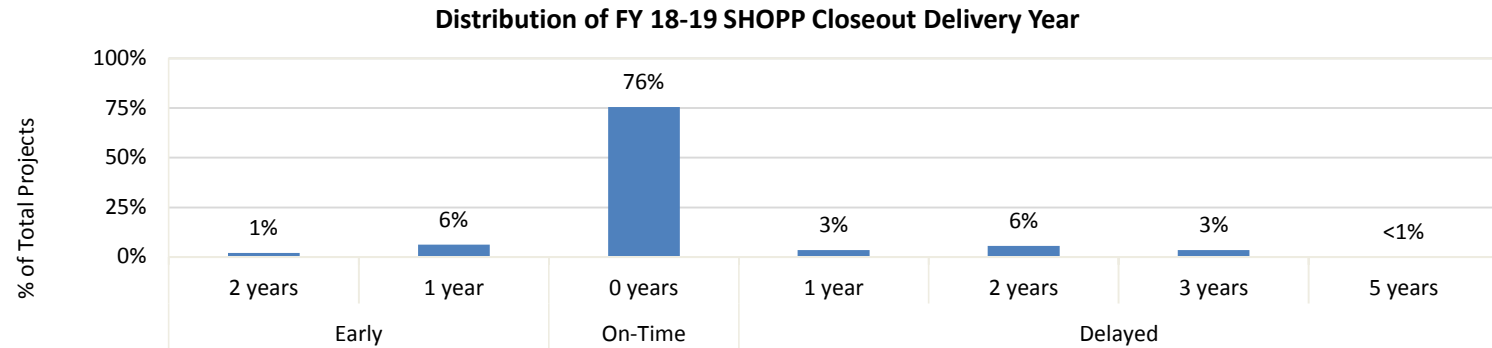
FY 2018-19 SHOPP Project Closeout Support Expenditure Analysis

Percentage of Budget Expended	Number of Projects	Percentage of Projects	Approved Support Budget (\$1,000's)	Actual Support Cost (\$1,000's)	Over (Under) Budget (\$1,000's)	% Over (Under) Budget
< 80%	57	40%	\$ 131,878	\$ 85,546	\$ (46,332)	(35%)
80% to 120%	48	34%	\$ 133,657	\$ 134,567	\$ 910	1%
> 120%	38	27%	\$ 54,608	\$ 82,377	\$ 27,769	51%
Total	143	100%	\$ 320,143	\$ 302,490	\$ (17,653)	(6%)

**(B) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout**

FY 18-19 SHOPP Closeout Delivery Year Summary

	Early		On-Time	Delayed			
	2 years	1 year	0 years	1 year	2 years	3 years	5 years
Number of Projects	3	9	108	5	8	5	2
Approved Capital Budget (\$1,000's)	\$ 13,263	\$ 63,851	\$ 623,528	\$ 56,944	\$ 27,057	\$ 25,577	\$ 5,871



(B1) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)														
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output		
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
1st Quarter														
ORA 073 Rt 73 Stormwater Source Control Project	PA&ED	\$ 1,850	\$0		\$1,850	\$1,819	-\$1,819							
	PS&E	\$ 2,000	\$0		\$2,000	\$2,120	-\$2,120							
	R/W Sup	\$ 250	\$0		\$250	\$0	\$0							
	Con Sup	\$ 2,080	\$0		\$2,080	\$2,770	-\$2,770	/	12/13	0	On Time	2	2	
	R/W Cap	\$ -	\$0		\$0	\$4	-\$4							
	Con Cap	\$ 12,861	\$18,044		-\$5,183	\$11,832	\$6,212							
	Total	\$ 19,041	\$18,044		\$997	\$18,544	-\$500							
GLE 005 HMA Overlay - Glenn 005	PA&ED	\$ 1,350	\$0		\$1,350	\$630	-\$630							
	PS&E	\$ 1,070	\$0		\$1,070	\$1,054	-\$1,054							
	R/W Sup	\$ 350	\$350		\$0	\$27	\$323							
	Con Sup	\$ 3,800	\$0		\$3,800	\$2,243	-\$2,243	16/17	15/16	1	Early			
	R/W Cap	\$ 21	\$0		\$21	\$0	\$0							
	Con Cap	\$ 23,872	\$30,726		-\$6,854	\$23,311	\$7,415							
	Total	\$ 30,463	\$31,076		-\$613	\$27,266	\$3,810							
SBD 040 SBD 40 Haller, Rojo, Clipper Bridges Replacements	PA&ED	\$ 1,508	\$0		\$1,508	\$1,334	-\$1,334							
	PS&E	\$ 4,487	\$0		\$4,487	\$2,978	-\$2,978							
	R/W Sup	\$ 194	\$0		\$194	\$16	-\$16							
	Con Sup	\$ 6,717	\$0		\$6,717	\$6,325	-\$6,325	/	13/14	0	On Time	0	55.2	0
	R/W Cap	\$ 20	\$0		\$20	\$39	-\$39							
	Con Cap	\$ 22,660	\$0		\$22,660	\$22,247	-\$22,247							
	Total	\$ 35,586	\$0		\$35,586	\$32,939	-\$32,939							
SB 154 Cachuma Pass Cap-M	PA&ED	\$ 454	\$0		\$454	\$122	-\$122							
	PS&E	\$ 1,141	\$0		\$1,141	\$562	-\$562							
	R/W Sup	\$ 28	\$0		\$28	\$16	-\$16							
	Con Sup	\$ 1,726	\$0		\$1,726	\$1,653	-\$1,653	15/16	15/16	0	On Time	42.6	25	Lane mile(s)
	R/W Cap	\$ 18	\$0		\$18	\$0	\$0							
	Con Cap	\$ 13,651	\$12,801		\$850	\$12,982	-\$181							
	Total	\$ 17,018	\$12,801		\$4,217	\$15,335	-\$2,534							
SBD 010 SBD 10 LANE REPLACEMENT IN REDLANDS	PA&ED	\$ -	\$0		\$0	\$0	\$0							
	PS&E	\$ 1,920	\$0		\$1,920	\$1,862	-\$1,862							
	R/W Sup	\$ 268	\$0		\$268	\$44	-\$44							
	Con Sup	\$ 3,185	\$0		\$3,185	\$3,845	-\$3,845	14/15	14/15	0	On Time	74.4	74.4	
	R/W Cap	\$ -	\$0		\$0	\$0	\$0							
	Con Cap	\$ 27,851	\$34,624		-\$6,773	\$26,679	\$7,945							
	Total	\$ 33,224	\$34,624		-\$1,400	\$32,430	\$2,194							
SIS 005 South Weed 2R	PA&ED	\$ 1,400	\$0		\$1,400	\$608	-\$608							
	PS&E	\$ 1,810	\$0		\$1,810	\$817	-\$817							
	R/W Sup	\$ 90	\$0		\$90	\$15	-\$15							
	Con Sup	\$ 3,470	\$0		\$3,470	\$3,635	-\$3,635	14/15	14/15	0	On Time			
	R/W Cap	\$ 5	\$0		\$5	\$0	\$0							
	Con Cap	\$ 28,776	\$37,100		-\$8,324	\$25,860	\$11,240							
	Total	\$ 35,551	\$37,100		-\$1,549	\$30,936	\$6,164							
SHA 299 BGI Capstone	PA&ED	\$ 2,100	\$0		\$2,100	\$1,739	-\$1,739							
	PS&E	\$ 2,100	\$0		\$2,100	\$1,641	-\$1,641							
	R/W Sup	\$ 340	\$0		\$340	\$514	-\$514							
	Con Sup	\$ 3,550	\$0		\$3,550	\$6,280	-\$6,280	13/14	13/14	0	On Time	1	1	Facilities
	R/W Cap	\$ 2,200	\$0		\$2,200	\$733	-\$733							
	Con Cap	\$ 38,233	\$29,975	\$4,316	\$3,942.26	\$34,665	-\$374							
	Total	\$ 48,523	\$29,975		\$18,548	\$45,571	-\$15,596							

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B1) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)														
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output		
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
LA 138 Rte 138 Safety Improvements	PA&ED	\$ 990	\$0		\$990	\$1,196	-\$1,196							
	PS&E	\$ 4,070	\$0		\$4,070	\$1,712	-\$1,712							
	R/W Sup	\$ 508	\$0		\$508	\$54	-\$54							
	Con Sup	\$ 3,630	\$0		\$3,630	\$3,162	-\$3,162	/	13/14	0	On Time	0	45.2	0
	R/W Cap	\$ 800	\$0		\$800	\$84	-\$84							
	Con Cap	\$ 10,774	\$0		\$10,774	\$8,372	-\$8,372							
	Total	\$ 20,772	\$0		\$20,772	\$14,582	-\$14,582							
MPA 140 MARIPOSA TALUS REMOVAL	PA&ED	\$ 300	\$0		\$300	\$0	\$0							
	PS&E	\$ 400	\$0		\$400	\$398	-\$398							
	R/W Sup	\$ -	\$0		\$0	\$0	\$0							
	Con Sup	\$ 1,000	\$2,480		-\$1,480	\$1,826	\$654	14/15	13/14	1	Early	52	52	Lane mile(s)
	R/W Cap	\$ -	\$0		\$0	\$0	\$0							
	Con Cap	\$ 17,200	\$13,000		\$4,200	\$15,829	-\$2,829							
	Total	\$ 18,900	\$15,480		\$3,420	\$18,052	-\$2,572							
RIV 010 RIV 10 REHAB	PA&ED	\$ 1,360	\$0		\$1,360	\$1,438	-\$1,438							
	PS&E	\$ 2,340	\$0		\$2,340	\$352	-\$352							
	R/W Sup	\$ 50	\$0		\$50	\$5	-\$5							
	Con Sup	\$ 3,500	\$0		\$3,500	\$3,907	-\$3,907	14/15	14/15	0	On Time	120	127.8	Lane mile(s)
	R/W Cap	\$ 50	\$0		\$50	\$0	\$0							
	Con Cap	\$ 70,374	\$87,579		-\$17,205	\$65,003	\$22,576							
	Total	\$ 77,674	\$87,579		-\$9,905	\$70,705	\$16,874							
TUO 120 TUOLUMNE RIVER BRIDGE REHAB	PA&ED	\$ -	\$0		\$0	\$0	\$0							
	PS&E	\$ 1,629	\$0		\$1,629	\$2,038	-\$2,038							
	R/W Sup	\$ 4	\$0		\$4	\$0	\$0							
	Con Sup	\$ 4,151	\$0		\$4,151	\$3,781	-\$3,781	14/15	14/15	0	On Time	1	385.4	0
	R/W Cap	\$ -	\$0		\$0	\$0	\$0							
	Con Cap	\$ 19,942	\$20,827		-\$885	\$18,294	\$2,533							
	Total	\$ 25,726	\$20,827		\$4,899	\$24,112	-\$3,285							
2nd Quarter														
TRI 299 Big French Catchment	PA&ED	\$ -	\$0		\$0	\$0	\$0							
	PS&E	\$ -	\$0		\$0	\$0	\$0							
	R/W Sup	\$ 50	\$0		\$50	\$134	-\$134							
	Con Sup	\$ 1,400	\$0		\$1,400	\$4,240	-\$4,240	16/17	16/17	0	On Time	1	61	Location(s)
	R/W Cap	\$ 10	\$0		\$10	\$3	-\$3							
	Con Cap	\$ 41,640	\$4,500		\$37,140	\$35,224	-\$30,724							
	Total	\$ 43,100	\$4,500		\$38,600	\$39,602	-\$35,102							
LA 005 Elysian Viaduct	PA&ED	\$ 50	\$0		\$50	\$0	\$0							
	PS&E	\$ 1,000	\$0		\$1,000	\$672	-\$672							
	R/W Sup	\$ 200	\$0		\$200	\$6	-\$6							
	Con Sup	\$ 1,000	\$3,500		-\$2,500	\$3,646	-\$146	14/15	14/15	0	On Time	1	38	Bridge(s)
	R/W Cap	\$ 290	\$0		\$290	\$0	\$0							
	Con Cap	\$ 18,978	\$19,382		-\$404	\$16,908	\$2,474							
	Total	\$ 21,518	\$22,882		-\$1,364	\$21,232	\$1,650							
SLO 001 Piedras Blancas Realignment	PA&ED	\$ 3,570	\$0		\$3,570	\$3,534	-\$3,534							
	PS&E	\$ 5,819	\$0		\$5,819	\$5,940	-\$5,940							
	R/W Sup	\$ 1,341	\$0		\$1,341	\$1,223	-\$1,223							
	Con Sup	\$ 6,270	\$0		\$6,270	\$6,872	-\$6,872	13/14	14/15	-1	Delayed	1	38	Location(s)
	R/W Cap	\$ 14,170	\$0		\$14,170	\$13,090	-\$13,090							
	Con Cap	\$ 23,031	\$20,755		\$2,276	\$21,826	-\$1,071							
	Total	\$ 54,201	\$20,755		\$33,446	\$52,485	-\$31,730							

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B1) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)															
Project Description		Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output		
			(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
SLO 001 Piedras Blancas Realignment	PA&ED	\$	3,570	\$0		\$3,570	\$3,534	-\$3,534							
	PS&E	\$	5,819	\$0		\$5,819	\$5,940	-\$5,940							
	R/W Sup	\$	1,341	\$0		\$1,341	\$1,223	-\$1,223							
	Con Sup	\$	6,270	\$0		\$6,270	\$6,872	-\$6,872	14/15	14/15	0	On Time	1	27.2	Location(s)
	R/W Cap	\$	14,170	\$0		\$14,170	\$13,090	-\$13,090							
	Con Cap	\$	23,031	\$20,755		\$2,276	\$21,826	-\$1,071							
	Total	\$	54,201	\$20,755		\$33,446	\$52,485	-\$31,730							
ORA 405 12-0N540 Rte 405 Red Hill OC	PA&ED	\$	400	\$0		\$400	\$412	-\$412							
	PS&E	\$	3,000	\$0		\$3,000	\$3,079	-\$3,079							
	R/W Sup	\$	650	\$0		\$650	\$782	-\$782							
	Con Sup	\$	2,750	\$0		\$2,750	\$3,102	-\$3,102	14/15	14/15	0	On Time	1	28.2	Location(s)
	R/W Cap	\$	5,200	\$0		\$5,200	\$1,022	-\$1,022							
	Con Cap	\$	10,603	\$16,800		-\$6,197	\$9,668	\$7,132							
	Total	\$	22,603	\$16,800		\$5,803	\$18,064	-\$1,264							
LA 605 COYOTE	PA&ED	\$	165	\$0		\$165	\$412	-\$412							
	PS&E	\$	2,800	\$0		\$2,800	\$809	-\$809							
	R/W Sup	\$	498	\$0		\$498	\$0	\$0							
	Con Sup	\$	6,000	\$0		\$6,000	\$5,837	-\$5,837	13/14	13/14	0	On Time	160	29.2	Lane mile(s)
	R/W Cap	\$	-	\$0		\$0	\$0	\$0							
	Con Cap	\$	25,354	\$25,138		\$216	\$22,559	\$2,579							
	Total	\$	34,817	\$25,138		\$9,679	\$29,618	-\$4,480							
HUM 101 Orick CAPM	PA&ED	\$	304	\$0		\$304	\$151	-\$151							
	PS&E	\$	432	\$0		\$432	\$460	-\$460							
	R/W Sup	\$	99	\$0		\$99	\$11	-\$11							
	Con Sup	\$	2,823	\$0		\$2,823	\$1,459	-\$1,459	15/16	15/16	0	On Time	37	30.2	Lane mile(s)
	R/W Cap	\$	-	\$0		\$0	\$0	\$0							
	Con Cap	\$	13,333	\$16,566		-\$3,233	\$12,878	\$3,688							
	Total	\$	16,991	\$16,566		\$425	\$14,960	\$1,606							

* Note: SHOPP PA&ED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B2) Caltrans Fiscal Year 2018-19

State Highway Operation and Protection

Program Project Closeout - Small Projects (Total Project Cost Less than \$50 million and Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or less)

Quarterly Aggregated Report for Projects that Complete Construction:

FY 18/19 - Q2

Number of Projects in this Aggregated Summary:

126

		Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount *
Phase	Fund-Type	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)
PA&ED Support	SHOPP	\$24,273	\$0	\$0	\$24,273	\$25,312	-\$25,312
	Other				\$0		\$0
	Total	\$24,273	\$0	\$0	\$24,273	\$25,312	-\$25,312
PS&E Support	SHOPP	\$76,589	\$14,340	\$0	\$62,249	\$72,443	-\$58,103
	Other				\$0		\$0
	Total	\$76,589	\$14,340	\$0	\$62,249	\$72,443	-\$58,103
Right of Way Support	SHOPP	\$11,611	\$1,488	\$0	\$10,123	\$6,929	-\$5,441
	Other				\$0		\$0
	Total	\$11,611	\$1,488	\$0	\$10,123	\$6,929	-\$5,441
Construction Support	SHOPP	\$93,429	\$7,197	\$0	\$86,232	\$90,043	-\$82,846
	Other				\$0		\$0
	Total	\$93,429	\$7,197	\$0	\$86,232	\$90,043	-\$82,846
Right of Way Capital	SHOPP	\$13,961	\$0	\$0	\$13,961	\$3,486	-\$3,486
	Other				\$0		\$0
	Total	\$13,961	\$0	\$0	\$13,961	\$3,486	-\$3,486
Construction Capital	SHOPP	\$383,065	\$339,403	\$0	\$43,662	\$328,184	\$11,219
	Other				\$0		\$0
	Total	\$383,065	\$339,403	\$0	\$43,662	\$328,184	\$11,219
Total	SHOPP	\$602,928	\$362,428	\$0	\$240,500	\$526,396	-\$163,968
	Other				\$0		\$0
	Total	\$602,928	\$362,428	\$0	\$240,500	\$526,396	-\$163,968

* **Note:** SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(C) Caltrans Fiscal Year 2018-19, Second Quarter Capital Outlay Support G-12 Request Summary

The table below summarizes G-12 funding requests for the Capital Outlay Support program through the end of Q2, FY 2018-19.

Month	SHOPP		STIP		Total	
	No. of Projects	Increase (\$1,000's)	No. of Projects	Increase (\$1,000's)	No. of Projects	Increase (\$1,000's)
July	24	\$ 3,622	0	\$ -	24	\$ 3,622
August	46	\$ 7,256	1	\$ 50	47	\$ 7,306
September	25	\$ 4,502	2	\$ 500	27	\$ 5,002
October	43	\$ 8,018	1	\$ 150	44	\$ 8,168
November	21	\$ 5,344	0	\$ -	21	\$ 5,344
December	24	\$ 4,492	1	\$ 1,250	25	\$ 5,742
G-12 Year-to-Date	183	\$ 33,234	5	\$ 1,950	188	\$ 35,184
COS Increase¹		\$ (17,653)		\$ 14,216		\$ (3,437)
Net G-12 Plus COS Increase²		\$ 15,581		\$ 16,166		\$ 31,747

¹ Appendix A and B, Actual Costs minus Approved COS budget

² Represents Year to Date G-12 plus COS Increase

(D) Watch List: Second Quarter Retired Risks

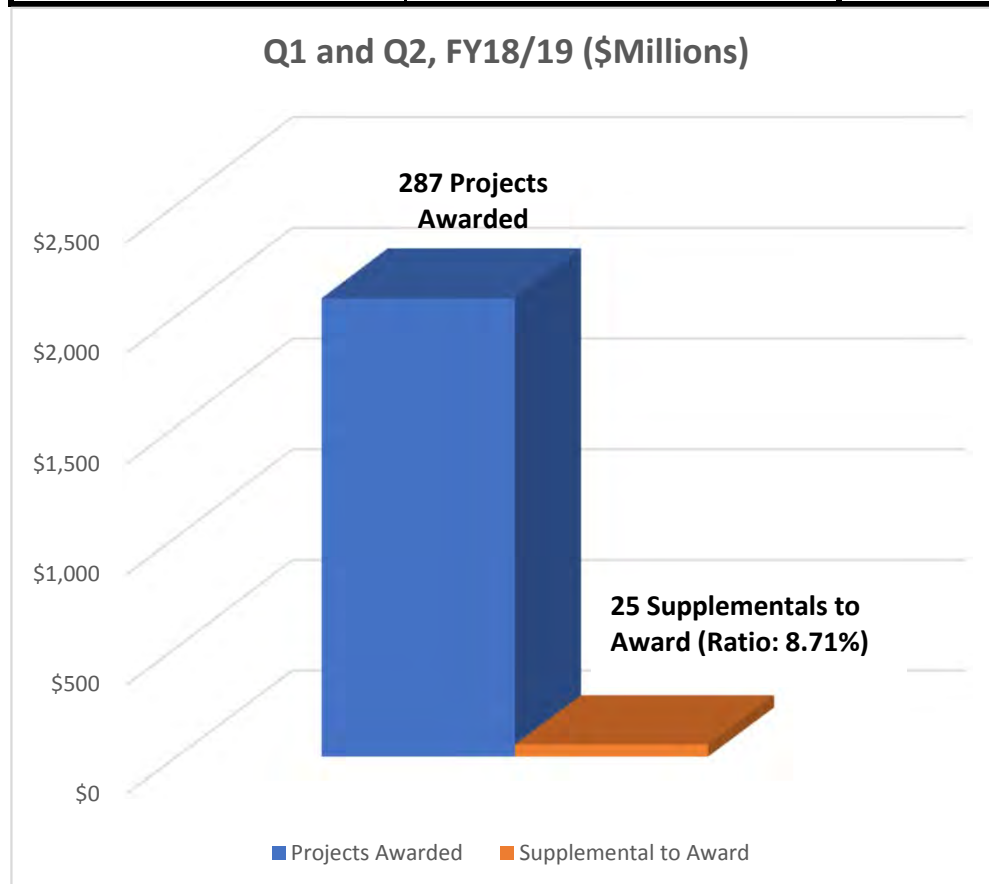
County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
Pre-Construction-Delivery Year Delays Risks							
PLU	147	Hamilton Branch Bridge Replacement	SHOPP	11,832	Fiscal Year Delivery	Retired	Project Delivered
VAR	VAR	North Canyon TMS Improvement	SHOPP	5,756	Fiscal Year Delivery	Retired	Drilling issues resolved for the tower foundations; on track for delivery in 18/19.
RIV	079	RIV-79 NEAR TEMECULA MILL & OVERLAY	SHOPP	10,369	Fiscal Year Delivery	Retired	Issues resolved; no permits needed; on track for delivery in 18/19.
VAR	VAR	DISTRICT 9 ZEV	SHOPP	500	Fiscal Year Delivery	Retired	Project Delivered
Pre-Construction-Supplementals to Award							
SHA	044	Hat Creek Bridge replacement	SHOPP	5,397	Construction Capital	Retired	Awarded
MOD	299	Butte & Ash Creek Bridge Replacement	SHOPP	5,600	Construction Capital	Retired	Awarded
SHA	005	Shasta 5 CRZ	SHOPP	5,600	Construction Capital	Retired	Awarded
TRI	036	Ditch Gulch Curve Improvement	SHOPP	6,350	Construction Capital	Retired	Awarded
SHA	005	RASL	STIP RIP, TCEP State	46,722	Construction Capital	Retired	Awarded
TUL	201	Bridge Widening	SHOPP	9,371	Construction Capital	Retired	Awarded
STA	099	SR99 STANISLAUS CAPM RAMPS	SHOPP	21,344	Construction Capital	Retired	Awarded
SJ	004	SR4&88 Rumble Strip Installation	SHOPP	1,383	Construction Capital	Retired	Awarded
TUO	108	Tuo Route 108 Rumble Strip Installation	SHOPP	1,108	Construction Capital	Retired	Awarded
CAL	004	SR 4 and SR 26 in Calaveras, Amador, and Alpine Co.	SHOPP	2,300	Construction Capital	Retired	Awarded
Pre-Construction-Greater Than 120%							
SOL	012	Intersection Improvement - Roundabout-route 12 and 113	SHOPP	4,671	Construction Capital	Retired	Greater Than 120% action was approved at the August 2018 CTC Meeting.

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
SOL	012	Intersection Improvement - Roundabout-route 12 and 113	SHOPP	468	Construction Support	Retired	Greater Than 120% action was approved at the August 2018 CTC Meeting.
SCR	017	PASATIEMPO SHOULDER WIDENING	SHOPP	1,413	Construction Support	Retired	Greater Than 120% action was approved at the August 2018 CTC Meeting.
KER	014	Mojave MS Major	SHOPP	2,757	Construction Capital	Retired	Greater Than 120% action was approved at the August 2018 CTC Meeting.
MER	099	SR99 MERCED REHAB	SHOPP	46,000	Construction Capital	Retired	No funding risks; PCR approved in Sept 2018 to increase Con Capital.
MER	099	D10 BRIDGE SUBSTRUCTURE REPAIRS	SHOPP	2,100	Construction Capital	Retired	No funding risks; PCR approved in Sept 2018 to increase Con Capital.
Pre-Construction-COS Supplementals							
VAR	VAR	Install 26 Miles of Fiber Optics Trunk Line, Hubs and TOS/TMS Elements	SHOPP	3,787	PS&E	Retired	Advertised
CC	004	Enhance Lighting and Alignment Delineation	SHOPP	2,837	Construction Capital	Retired	Awarded
RIV	074	RIV 74/79/371 UPGRADE TO STANDARD BRIDGE RAIL	SHOPP	755	PA&ED	Retired	Design strategy changed; project will be within the programmed amount.
SJ	004	SJ BRIDGE MAINTENANCE	SHOPP	648	PA&ED	Retired	Achieved PAED in August 2018.
SJ	088	Liberty Safety Improvement	SHOPP	600	PA&ED	Retired	Achieved PAED in August 2018.
During Construction-COS Supplementals							
SM	101	Broadway IC - CT AAA	STIP	8,000	Construction Support	Retired	Issues resolved; can operate within the programmed amount; no additional Con Sup is needed.
SM	001	CAPM	SHOPP	1,120	Construction Support	Retired	Issues resolved; can operate within the programmed amount; no additional Con Sup is needed.
VAR	099	San Joaquin River 6-Lane	Bond	8,500	Construction Support	Retired	Achieved CCA in May 2016.

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
TUL	099	Tulare to Goshen North Segment 6-Lane	BOND	8,200	Construction Support	Retired	Achieved CCA in June 2016.
SBD	138	SBd 138 Realignment (East of 15)	SHOPP	520	Construction Support	Retired	Issues resolved; can operate within the programmed amount; no additional Con Sup is needed.
TEH	036	East Red Bluff CAPM	SHOPP	775	Construction Support	Retired	Received Supplemental to Complete Construction at the August 2018 CTC Meeting.
VAR	101	San Antonio Curve Correction	STIP	55,486	Construction Capital	Retired	Received Supplemental to Complete Construction at the October 2018 CTC Meeting.
Post Construction-COS Supplementals							
MAD	099	SR99/Avenue 12 Interchange	Bond	8,000	Construction Support	Retired	Risks resolved; District will perform the mitigation work by another project.
Post Construction-Supplementals to Closeout							
SOL	080	EB Truck Scales	SHOPP	52,192	Construction Capital	Retired	Arbitration hearing closed in Oct 2018. Current contingencies are adequate to cover the remaining balance.

(E) Projects Awarded vs Supplemental to Award

Projects Awarded ¹ (Millions)	Supplemental to Award ² (Millions)	Ratio
\$2,076.86	\$55.80	2.69%

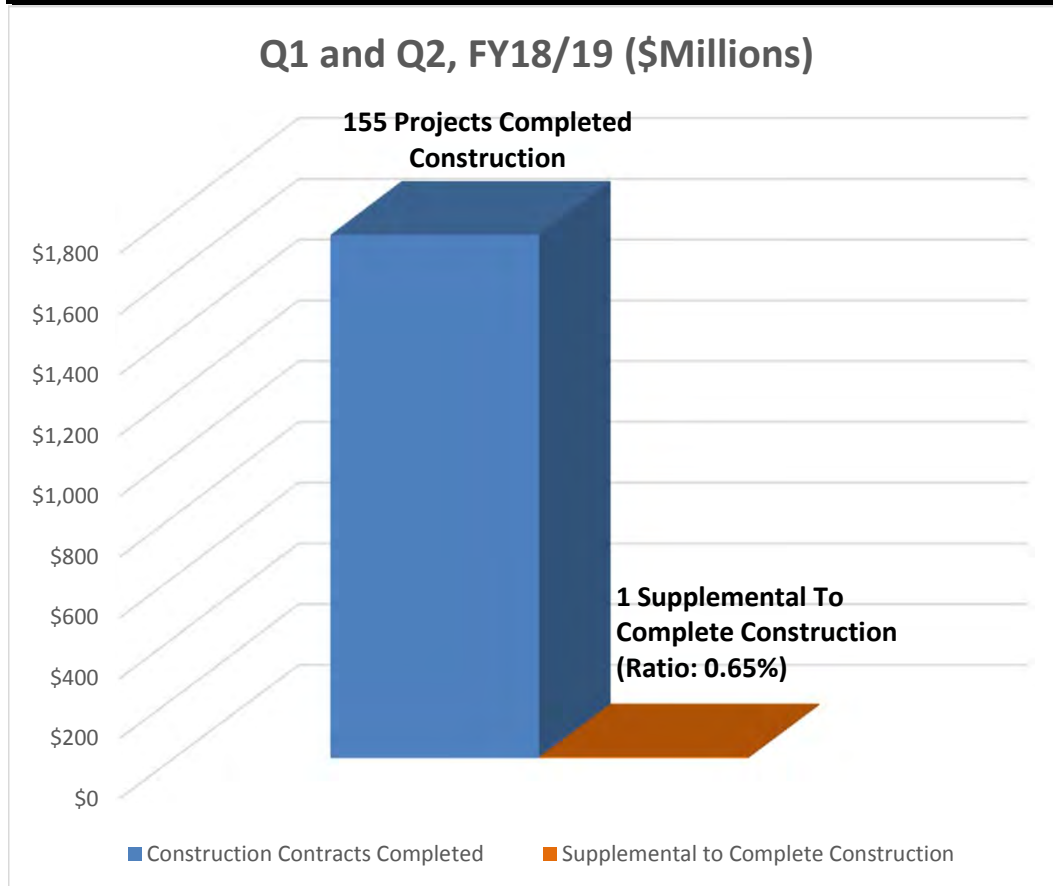


¹ The Contract Allocations of the Statewide Delivery Plan Projects Awarded in Q1 and Q2, FY18/19. Excludes None-Conventional and/or Special Funded Pilot Projects (CMGC, Design Built,...).

² Supplemental to Award for the Projects. CTC Actions: Jan 2018, Mar 2018, May 2018, Aug 2018, Oct 2018, and Dec 2018

(F) Construction Contracts Completed vs Supplemental to Complete Construction

Construction Contracts Completed ¹ (Millions)	Supplemental to Complete Construction ² (Millions)	Ratio
\$1,726.13	\$4.32	0.25%



¹ Appendix A and B, SHOPP and STIP projects. The Actual Total Cost of Completed Construction Contracts, Q1 and Q2, 18/19 FY. Construction costs are calculated 6 months after the end of construction.

² Supplemental to Complete Construction Contract for the Projects. CTC Action Item: June 2016; Project 02-3E410.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

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

From: STEVEN KECK
Chief Financial Officer

Prepared by: Matthew K. Brady
District 01 - Director

Subject: **CAPITAL OUTLAY SUPPORT (COS) ALLOCATION - LAST CHANCE GRADE PROJECT (PPNO 01-1112 – DEL NORTE COUNTY – UNITED STATES HIGHWAY 101) RESOLUTION FP-18-57**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request of \$45,000,000 for the State Highway Operation Protection Program (SHOPP) Major Damage (Permanent Restoration) project (PPNO 1112) on United States Highway (US) 101, in Del Norte County, to provide the pre-construction component support cost funding to permanently address the active landslide on US 101 at Last Chance Grade?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$45,000,000 for the SHOPP Major Damage (Permanent Restoration) (PPNO 1112) on US 101, in Del Norte County, to provide the pre-construction component support cost funding at Last Chance Grade.

Pre-Construction Support Component COS	Pre-Construction Project Funding			Revised Pre-Construction Funds	
	Programmed	G-12	Total Allocated	Additional Funds Requested	Total Funds
PA&ED	\$10,000,000	\$0	\$5,000,000	\$45,000,000	\$50,000,000
Total				\$45,000,000	\$50,000,000

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

The project is located on US 101 at Last Chance Grade (LCG), in Del Norte County, between Wilson Creek and Crescent City, on the edge of the coast. US 101 at LCG has been progressively shifting westward and downward due to storm events and earth movement. The roadway has shifted horizontally by 50 feet, and portions of the roadway are now located outside of the boundaries of the highway right-of-way that was originally purchased by the Department. The roadway has moved to a position where it is now at the edge of the bluffs that are subject to active coastal erosion.

Since 2010, US 101 at LCG has experienced continued movement and deformation resulting in five federal Emergency Repair (ER) project with approved Damage Assessment Forms (DAFs). These DAFs provided a total of \$56,000,000 in ER funds for three Emergency Opening contracts and two Permanent Restoration (PR) projects at three locations along the project site. The work associated with these projects is considered temporary due to the deep-seated nature of the landslide. Over \$86,000,000 has been spent on capital projects to repair or strengthen LCG since 1997, with these costs continuing to accrue and accelerate in recent years.

To investigate the earth movement caused by storm damage, increased landslide movement, and emergency response and repair efforts at the LCG site, the Department installed a surface monitoring network and multiple slope indicators to measure and collect movement data of LCG since July 2012. Current subsurface investigations reveal that the landslide complex is failing as deep as 260 feet with multiple nesting shallower landslides. Since October 2014, the roadway deformation has accelerated at a much faster rate than previously experienced at the grade. Boring data at the area of greatest roadway deformation reflects movement occurring at approximate depths of 100, 75, 40 and 35 feet. Also, recent photography indicates ocean erosion, at the bluff base, is contributing to instability.

US 101 passes through Redwood National and State Parks; which are designated World Heritage Sites. Constructing a route around the slide has the potential to affect an iconic old growth redwood forest. The Department cannot construct a full retreat away from the eroding bluffs without the potential removal of between 275 and 542 old growth redwood trees that are protected in the parks. At the current rate of movement, it is likely that at least a small retreat will be necessary to keep US 101 open while a more permanent solution can be developed.

The size, depth, and instability of the known slide planes, combined with the erosion of the bluffs, make maintaining the current roadway alignment difficult and extremely costly to maintain in place. The slide is expected to continue moving with high risk of catastrophic failure at LCG. Keeping the roadway on its current alignment is not a fiscally feasible option, given a landslide complex that is over a mile long and at its deepest, 260 feet deep.

There is a great need for a long-term solution at LCG, as US 101 is a lifeline to Del Norte County and the surrounding region. The ultimate risk of not relocating US 101 away from LCG is a complete loss of the roadway and the continuity of coastal US 101. If there is a full road closure, the alternative route would be a detour of approximately 320 miles.

The project proposes five build alternatives. Currently, four of the five proposed alternatives include the realignment of US 101 with the goal of avoiding the unstable portions of LCG. These realignment alternatives vary between 1 and 4 miles in length. The fifth alternative would strengthen the existing alignment in its current location.

The improvements for LCG are consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

FUNDING STATUS:

The project was programmed as a long-lead in May 2017. In June 2017, the Commission allocated support cost funds of \$5,000,000 for geotechnical evaluations and preliminary environmental work in the pre-construction phase. Due to the complexity of the project and discussions with stakeholders, the Commission programmed another \$5,000,000 in the adopted 2018 SHOPP to continue the preliminary environmental, the geotechnical work, and cultural evaluation. This enabled the Department to gather more data to identify risk and assist in the project development. In the 2016 Project Study Report, the PA&ED support estimate was \$53,000,000. However, this amount has not been fully programmed.

REASON(S) FOR ALLOCATION REQUEST:

The Department is working with four separate stakeholder groups as well as federal, state, and local agencies to develop alternatives for repairing LCG. One alternative proposes a 1.1-mile-long tunnel that would cost an estimated \$1.2 billion in construction capital. However, this tunnel alternative will require special expertise, and will impact various sensitive species that live within the project area.

Because of these kinds of impacts, understanding the underlying geologic conditions is critical to validating and refining the project alternatives. There is a unique dependency on the preliminary geotechnical studies to validate and refine the project alternatives because of the scale, complexity, and severity of the landslide and challenges with the surrounding geology.

Currently, geotechnical investigations are being performed in stages and will be performed throughout the first few years. The Department will not be certain which or if the proposed project alternatives will meet the purpose and need of the project until these investigations have been completed.

A Preliminary Environmental Assessment Report (PEAR) was prepared for the project and it identified the anticipated environmental documents for all alternatives as being an Environmental Impact Report and Environmental Impact Statement under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively. The estimated length of time to obtain environmental approval, for each of these, is between 5 and 9 years.

All the proposed alternatives have the potential to impact environmental resources, including the loss of native habitat and increased impervious surface. During project development, extensive cultural and biological surveys will be required and consultation and coordination with various stakeholders, as well as resource/regulatory agencies, will be required throughout project development.

The project cost is well above what is typical for the SHOPP Permanent Restoration Program project. For example, helicopters will be needed to bring drill-rigs to perform drilling at the project site. To achieve full funding for each phase will be a challenge and may require special action from State or Federal agencies.

CONSEQUENCES:

The Department has determined that \$45,000,000 is needed for the project to move forward efficiently and effectively under the current workload and project development constraints to deliver the project report and environmental document.

The Department has determined that the additional requested funds are in the best interest of the State to avoid delays in implementing this important SHOPP Major Damage (Permanent Restoration) project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

If the allocation is not approved, the Department will not be able to complete the project or find a long-term solution to the geological movement at Last Chance Grade on US 101. This corridor is a lifeline to Del Norte County and the surrounding region. The only option during a geological movement would be a full road closure. A full road closure would require a minimum six-hour detour and approximately a \$1.6B per year impact to the regional economy.

RESOLUTION:

Resolved, that \$45,000,000 be allocated to provide funds to supplement the pre-construction component support cost for the SHOPP Major Damage (Permanent Restoration) project (PPNO 1112) on US 101, in Del Norte County.

Elk Valley
Rancheria,
California



2332 Howland Hill Road
Crescent City, CA 95531

Phone 707.464.4680
Fax: 707.465.2638
www.elk-valley.com

February 20, 2019



Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

Re: CalTrans' Last Chance Grade Project


Dear Ms. Inman:

On behalf of the Elk Valley Rancheria, California, a federally recognized Indian tribes, I write in strong support of the California Department of Transportation's (CalTrans) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. CalTrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last twenty years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. The Elk Valley Rancheria, California is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. CalTrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.





The funding under consideration would allow CalTrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travel U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Dale A. Miller
Chairman

cc: Elk Valley Tribal Council





February 26, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Linda Crockett'.

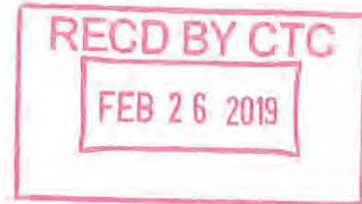
Linda Crockett, Executive Director
Del Norte County Farm Bureau



DEL NORTE
Association of
REALTORS

126 Hwy 101 N. Crescent City, CA 95531
707-465-3321 office
dnaoroffice@gmail.com

February 20, 2019



Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Donna DeWolf,
Executive Board President
Del Norte Association of Realtors



COUNTY OF DEL NORTE BOARD OF SUPERVISORS

981 "H" Street, Suite 200
Crescent City, California 95531

Phone
(707) 464-7204

Fax
(707) 464-1165

February 26, 2019



Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

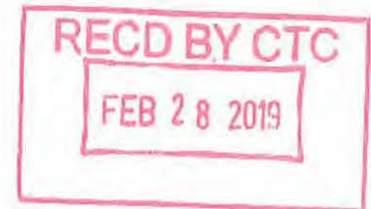
Lori L. Cowan, Chair
Del Norte County, California

STAND FOR
THE
REDWOODS
STAND FOR THE FUTURE

100 YEARS IS JUST THE BEGINNING

February 22, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete, and environmental studies are beginning this summer.

As a science-based organization that has been protecting, restoring, and connecting people to California's redwoods for 100 years, Save the Redwoods League understands the significance of these geotechnical and environmental studies in moving the project towards careful analysis of the preferred project alternatives. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles, or about six to eight hours of additional travel time. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456



111 Sutter Street 11th Floor
San Francisco CA 94104

p (415) 362-2352
f (415) 362-7017

StandForTheRedwoods.org
SaveTheRedwoods.org



February 26, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Linda Crockett'.

Linda Crockett, Executive Director
Del Norte County Farm Bureau

241 W First St., Suite B, Smith River, CA 95567
(707) 951-0400 | DelNorteFarmBureau@charter.net



**COUNTY OF DEL NORTE
BOARD OF SUPERVISORS**

981 "H" Street, Suite 200
Crescent City, California 95531

Phone
(707) 464-7204

Fax
(707) 464-1165

February 26, 2019



Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Lori L. Cowan, Chair
Del Norte County, California

Nelson



Alexandre
FAMILY FARM™

February 27, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. As you are aware, this funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project quickly and efficiently in response to growing State and Federal concern with the possibility of this alignment. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure our only north/south artery does not experience a major failure or require continuation of the constant maintenance.

Our Dairy relies on Highway 101 for movement of our milk and eggs on a daily basis to the Bay Area. With over \$150,000 a week in raw and packaged goods being transported, and the continuously shrinking Dairy economy, we do not have the ability to weather a highway failure that would divert our vehicles 320 miles.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. As I write this letter, US Highway 101 – our lifeline – is closed at Last Chance Grade due to a landslide. Caltrans Region 1 has pull forward another \$2.5 Million out of their SHOP budget just to keep this section open with a full-time contractor on site 24/7, dollars that are necessary to keep our commercial lifeline open.

As you are aware, a significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight detours for our trucks hauling milk, eggs and cattle. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and our Dairy operation which supports over 125 jobs in our community. Thank you for your full and fair consideration of this funding request.

Sincerely,

Blake Alexandre
Alexandre Family Farm



Friends of Del Norte

Committed to our environment since 1973

A nonprofit, membership based conservation group
Advocating sound environmental policies for our region.
PO Box 144, Crescent City CA 95531

March 6, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52, Sacramento, CA 95814



Dear Ms. Inman:

The Friends of Del Norte (FODN) strongly supports the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. It is essential to have a thoughtful well planned project within an area of world renowned ecological value, our old growth Redwood Coastal forest. FODN is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and to provide a solution that will best conserve the magnificent ecology of our region. Please give this funding your full and fair consideration.

Sincerely, Eileen Cooper, vice president, on behalf of the FODN board and membership

Janet Gilbert

2361 Elk Valley Rd

Crescent City, CA 95531

March 3, 2019

Dear California Transportation Commission.



I'm writing to request that the California Transportation Commission approve CalTrans' request for forty million dollars in funding to study the environmental parameters for alternative routes and repair scenarios for Highway 101 at Last Chance Grade.

Even as I write this letter, Last Chance Grade is one way traffic only after another slide occurred due to the recent strong rains both in rainfall per day, and length of days the storm moved over us. I am fortunate that I didn't have need of leaving the area. My husband, however, chose to leave via Hwy 199 rather than risk further slide on Hwy 101. He cut back over to the Hwy 101 South going into Santa Maria (his ultimate destination was Ventura).

Del Norte County needs Hwy 101 to be accessible and open year round. Our livelihoods, our food supplies, our economies depend on the moving of people and products up and down the 101. The funding you provide will be put to good use studying geotechnical and environmental issues relating to the present alignment of the highway and alternative routes that may prove more secure and require less on-going maintenance.

I thank you in advance for considering this request and I hope that you will see fit to approve the request. Thank you from Crescent City.

Sincerely,

A handwritten signature in blue ink that reads "Janet Gilbert". The signature is written in a cursive, flowing style.

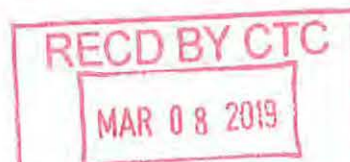
Janet Gilbert

RUMIANO C H E E S E

1919-2019 HONORING THE PAST,
LOOKING TO THE FUTURE.

February 19, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

My name is Baird Rumiano and I am the President, and third-generation owner of Rumiano Cheese Company, a family-owned business headquartered in California since 1919. Our manufacturing facility is in Crescent City, and Last Chance Grade is vital artery to much of our milk supply coming from Humboldt County. Rumiano Cheese Company has been producing internationally award-winning cheese for 100 years, and both the cheese company and the dairy producers need a reliable road between Crescent City and Humboldt County to maintain that tradition.

The economic impact of a landslide and road closure at Last Chance Grade would be catastrophic to both Humboldt County milk producers and Rumiano Cheese Co. The payroll for the milk produced in Humboldt County is \$20,000,000 per year, while the payroll for the employees who manufacture the cheese in Crescent City is \$2,300,000 for 42 employees. Without the use of highway 101 between Crescent City and Humboldt County both, the producers and the cheese company would go out of business.

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies are complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of County governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Baird Rumiano
President
Rumiano Cheese Company

Stremberg Realty

785 E. Washington Blvd., Ste. 2
Crescent City, CA 95531

707-465-2121
www.CrescentCityHomes.com



February 20, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

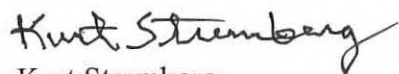
Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and

economy of Del Norte County and the people and commerce that travels U.S. Highway 101.
Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in black ink that reads "Kurt Stremberg". The signature is written in a cursive style with a long, sweeping underline.

Kurt Stremberg
Broker / Owner
Stremberg Realty
BRE# 00579625

The Gallery of
ARTS & CULTURE

175 H Street, Post Office Box 1143, Crescent City, CA 95531
(707) 464-4745

bbconsultant@excite.com

February 23, 2019



Congressman Jared Huffman, via
John Driscoll, District Representative
Jared Huffman's Field Office
317 Third Street, Suite 1
Eureka, CA 95501

RE: LETTER OF SUPPORT FOR CTC TO APPROVE \$40 MILLION FOR
FUNDING FOR LAST CHANCE GRADE

Dear Sirs:

This letter is respectfully asking the California Transportation Commission (CTC) for \$40 million to complete the environmental work needed for alternatives to Last Chance Grade, just south of Crescent City, CA, on Highway 101. The funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

A couple lost their lives several years ago when the road gave way to the sea when they were in their car traveling back from Eureka where they had delivered their student son to Humboldt State University. I own and operate a fine arts gallery in Crescent City and me, my, and other businesses, are dependent upon safe road travel on Highway 101, over Last Chance Grade. Please approve the \$40 million funding for the necessary environmental work. Thank you for your consideration.

Sincerely yours,

Barbara Burke

Barbara Burke



900 Riverside Road
Korbel, CA 95550
(707) 668-4400 • greendiamond.com

March 4, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

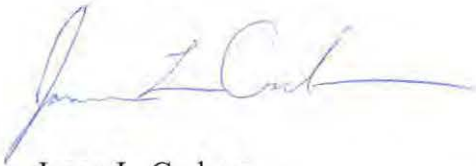
I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will allow completion of the environmental review and support the next phase of the project- to realign US Highway 101 to ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and Tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason L. Carlson", with a long horizontal flourish extending to the right.

Jason L. Carlson
Vice President and General Manager
Green Diamond Resource Company



March 4, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

On behalf of the Environmental Protection Information Center (EPIC) I am writing in strong support of the California Department of Transportation's (Caltrans) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Thomas Wheeler

February 20, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

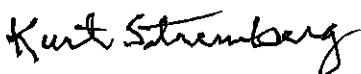
I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Kurt Stremberg
Chairman
Last Chance Grade Bypass Committee
Crescent City, CA 95531



**DEL NORTE UNIFIED SCHOOL DISTRICT
DEL NORTE COUNTY OFFICE OF EDUCATION**

Jeff Harris, District and County Superintendent

301 W. Washington Boulevard

Crescent City, CA 95531

Office: (707) 464-0200 Fax: (707) 464-0238

Board Members: Don McArthur Area 1 Angela Greenough Area 2 Frank Magarino Area 3 Roger Daley Area 4 Jamie Forkner Area 5

March 1, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

As a school district, we are responsible for the education of each of our students, including home to school transportation. We have one school in the Klamath area, Margaret Keating Elementary School, that serves grades TK-6. These students are some of the most at-risk and historically underserved in the state and transportation plays a large role in getting them to school, providing nutritious breakfast and lunch, and allowing extended learning opportunities. On February 25 & 26, our community felt, for a short time, the impact of a closure of Highway 101 at Last Chance

Grade. We were unable to provide transportation for students, which limited families' abilities to get their children to school, to deliver hot food in a predictable, timely manner, and to provide transportation in any form to 7th-12th grade students, who rely predominantly on district transportation to attend middle and high school in Crescent City.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Francisco Magarino
President, Board of Trustees
Del Norte County Unified School District

Region 1 State Board Director
California School Boards Association

**DEL NORTE UNIFIED SCHOOL DISTRICT
DEL NORTE COUNTY OFFICE OF EDUCATION**

Jeff Harris, District and County Superintendent
301 W. Washington Boulevard
Crescent City, CA 95531
Office: (707) 464-0200 Fax: (707) 464-0238



Board Members: Don McArthur Area 1 Angela Greenough Area 2 Frank Magarino Area 3 Roger Daley Area 4 Jamie Forkner Area 5

March 1, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

As the Superintendent for Schools for the Del Norte County Office of Education, I would like to convey the extreme urgency of this project. Del Norte County has some of the State's highest rates of child abuse, neglect, domestic violence, suicidal ideation, poverty, and homeless and foster youth. While the County Office of Education works closely with the District to ensure supports for each affected youth, the untenable situation at Last Chance Grade puts some of our most at-risk youth at great risk. Highway 101 is the only thoroughfare that allows access to the

community of Klamath from Crescent City, which is where my office and our support services are located. The only other institutional supports would be located in Humboldt County, which is more than an hour and half from the vicinity of the school. Food, medical, dental, mental health, and other services are also primarily provided in or near Crescent City, and the loss of access to those services due to the loss of access on Highway 101 would create a huge negative impact to the students and families of our county. Even as of now, some families are so concerned with the continued maintenance and recent failures of the grade, that they have placed their children at alternative schools, simply to avoid the daily commute to Crescent City.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,



Jeff Harris
Superintendent
Del Norte County Schools

900 Northerst Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director

Tamera@dnltc.org

Desk: (707) 465-3878

Cell: (707) 218-6124

February 26, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. As I write this letter, US Highway 101, our lifeline, has been fully closed several times in the last 48 hours. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades and days.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. While this project will be a long time in the making, we need to begin.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Cordially,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

JAMES RAMSEY
President

WES WHITE
Secretary

RICK SHEPHERD
Commissioner

BRIAN STONE
Commissioner

CAROL WHITE
Commissioner

Board of Harbor Commissioners
of the

Crescent City Harbor District
Phone (707) 464-6174 Fax (707) 465-3535
101 Citizens' Dock Road
Crescent City, California 95531
www.ccharbor.com



CHARLES HELMS
Chief Executive
Officer/Harbormaster

28 February, 2019



Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA, 905814

Dear Chair Inman,

We are writing to express our support of the California Department of Transportation's request for \$40 million to completely fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Crescent City and Klamath.

The funding will supplement the \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has prudently used preliminary funding in advancement of the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure that U.S. Highway 101 along the Del Norte County coast does not experience a major failure or require continuation of the constant maintenance of the past decades.

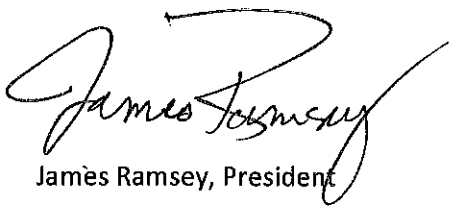
Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

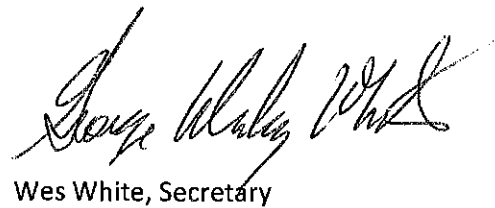
Chair Fran Inman
28 February, 2019
Page 2

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

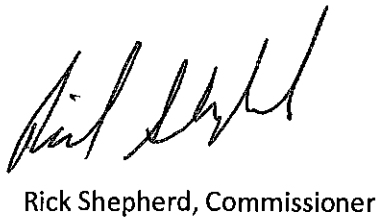
Sincerely,



James Ramsey, President



Wes White, Secretary



Rick Shepherd, Commissioner



Brian Stone, Commissioner



Carol White, Commissioner



MENDOCINO COUNCIL OF GOVERNMENTS

367 North State Street ~ Ukiah ~ California ~ 95482
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859

Transportation Planning: Suite 204
(707) 234-3434

March 5, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Funding for Last Chance Grade

Dear Chair Inman:



I would like to express my support of the Caltrans request for \$40 million to fully fund the Project Approval and Environmental Document (PA&ED) phase of the Last Chance Grade project on US 101 between Klamath and Crescent City. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant and costly maintenance of the past several decades.

Expenditures of this magnitude may seem challenging to make in a rural area where fewer people are impacted than in urban areas. However, as a rural RTPA, we at MCOG understand just how critical this project is to the circulation and economic stability of the North Coast. If one route closes in a rural area, there are often no feasible alternate routes like there are in urban areas. A closure of US 101 at Last Chance Grade results in a detour of approximately 320 miles. According to a 2018 economic study, a full, long-term closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs.

Since 2010, a total of \$56 million from the federal emergency relief program has been spent on repairs of US 101 at Last Chance Grade. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide. Although a permanent solution may be a large undertaking, it will eliminate the need to continually fund short term fixes.

Completion of the PA&ED phase of this project will allow Caltrans to move toward a permanent solution to the ongoing landslide related closures of US 101 and protect the safety and economy of Del Norte County as well as the travelers and goods movement that rely on US 101. Please give this funding your full and fair consideration.

Sincerely,

Nephele S. Barrett
Executive Director

cc: John Driscoll, District Representative, Congressman Jared Huffman
Tamera Leighton, Del Norte LTC



YUROK TRIBE

190 Klamath Boulevard • Post Office Box 1027 • Klamath, CA 95548

March 5, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joseph L. James", followed by a horizontal line.

Joseph L. James
Yurok Tribe Chairman



BOARD OF SUPERVISORS
COUNTY OF HUMBOLDT

825 5TH STREET, ROOM 111
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390

March 5, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Chair Inman:

On behalf of the Humboldt County Board of supervisors, I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Rex Bohn, Chair
Humboldt County Board of Supervisors

RB:kh



**COUNTY OF DEL NORTE
BOARD OF SUPERVISORS**

981 "H" Street, Suite 200
Crescent City, California 95531

Phone
(707) 464-7204

Fax
(707) 464-1165

February 26, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Lori L. Cowan, Chair
Del Norte County, California

COMMITTEES

CHAIR: HEALTH
BUDGET
HOUSING AND COMMUNITY DEVELOPMENT
JOINT LEGISLATIVE AUDIT
WATER, PARKS, AND WILDLIFE

SUBCOMMITTEE

BUDGET SUBCOMMITTEE NO. 1 ON HEALTH
AND HUMAN SERVICES

SELECT COMMITTEE

HEALTH CARE DELIVERY SYSTEMS AND
UNIVERSAL COVERAGE

Assembly California Legislature

**JIM WOOD**

ASSEMBLYMEMBER, SECOND DISTRICT

STATE CAPITOL

P.O. BOX 942849
SACRAMENTO, CA 94249-0002
(916) 319-2002
FAX (916) 319-2102

DISTRICT OFFICES

200 S SCHOOL STREET, SUITE D
UKIAH, CA 95482
(707) 463-5770
FAX (707) 463-5773

50 D STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2526
FAX (707) 576-2297

1036 5TH STREET, SUITE D
EUREKA, CA 95501
(707) 445-7014
FAX (707) 455-6607

March 5, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

JIM WOOD
Assemblymember, 2nd District



Printed on Recycled Paper

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives
Washington, DC 20515-0502

WASHINGTON OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163
WEBSITE: huffman.house.gov

March 4, 2019



Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Inman:

I am writing to support the California Department of Transportation's (Caltrans) request for \$40 million to complete environmental work on a potential long-term solution to Last Chance Grade on U.S. Highway 101, a crucial transportation project in my congressional district. Attached you will find letters from a variety of organizations, many of who are represented on my Last Chance Grade Stakeholders Group, which was convened in 2014. These letters signify unprecedented support for a project vital to the North Coast's economy and the safety of the travelling public.

Over the last 20 years, \$86 million has been spent in maintenance and repairs at Last Chance Grade, including \$56 million from the federal emergency relief program since 2010. Caltrans has worked heroically to keep the route open, but serious problems persist. Highway failure at Last Chance Grade would force a detour of 320 miles and cost the regional economy about \$456 million per year in business, \$417 million in travel expenses, and 3,800 jobs.

Because of the severity of the problem, I formed a stakeholder group of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance. These groups are closely analyzing options for a new alignment that carefully consider safety and impacts to natural and cultural resources.

The funding your commission is considering would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,


JARED HUFFMAN
Member of Congress

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. Box 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

February 19, 2019

Fran Inman
Chair, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Ms. Inman:

I am writing in strong support of the California Department of Transportation's (CTC) request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Sabina Renner CEO/SEC
C. Renner Petroleum
Crescent city California



BOARD OF SUPERVISORS
COUNTY OF HUMBOLDT

825 5TH STREET, ROOM 111
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390

March 5, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



Dear Chair Inman:

On behalf of the Humboldt County Board of supervisors, I am writing in strong support of the California Department of Transportation's (Caltrans') request for \$40 million to fully fund the Project Approval and Environmental Document phase of the Last Chance Grade project on U.S. Highway 101 between Klamath and Crescent City. This funding will augment \$10 million programmed to perform preliminary geotechnical and environmental studies. Caltrans has made good use of preliminary funding to advance the project. The first of three phases of geotechnical studies is complete and environmental studies are beginning this summer. Full funding will ensure the coastal highway does not experience a major failure or require continuation of the constant maintenance of the past several decades.

Over the last 20 years, \$86M has been spent in maintenance and repairs at Last Chance Grade and these costs have accelerated. A total of \$56 million from the federal emergency relief program has been spent since 2010. These storm damage repair projects are considered temporary due to the deep-seated nature of the landslide.

A significant failure at Last Chance Grade would force a detour of approximately 320 miles – about six to eight hours. According to a 2018 economic study, a full closure would cost the regional economy an estimated \$456 million per year in business output, \$417 million in higher travel expenses, and 3,800 jobs. My organization is part of the Last Chance Grade Stakeholders group convened by Congressman Jared Huffman, D-San Rafael, which is made up of representatives of county governments, tribes, environmental groups, landowners, business and transportation interests that agree a new alignment is necessary. Caltrans is also working closely with resource and permitting agencies and tribes to address environmental and cultural concerns in advance.

The CTC funding under consideration would allow Caltrans to complete the Project Approval and Environmental Document phase of the Last Chance Grade project to protect the safety and economy of Del Norte County and the people and commerce that travels U.S. Highway 101. Please give this funding your full and fair consideration.

Sincerely,

Rex Bohn, Chair
Humboldt County Board of Supervisors

RB:kh

Memorandum Tab 49

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5e.(1) - **REVISED**
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Matthew K. Brady
District 01 - Director

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION**
REQUEST (PA&ED)
(PPNO 01-2379/EA 01-0E010 – HUMBOLDT COUNTY - STATE ROUTE 36)
RESOLUTION FA-18-56

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$451,000 for the State Highway Operation Protection Program (SHOPP) Collision Severity Reduction project (PPNO 2379) on State Route (SR) 36, in Humboldt County, to supplement the pre-construction component support cost (COS) for Project Approval and Environmental Document (PA&ED)?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$451,000 for the previously approved SHOPP Collision Severity Reduction project (PPNO 2379) on SR 36, in Humboldt County, to supplement the pre-construction COS PA&ED.

Pre-Construction Component COS	Pre-Construction Project Funding			Revised Pre-Construction Funds		% Increase
	Programmed	G-12	Total Allotment	Additional Funds Requested	Total Funds	
PA&ED	\$1,005,000	\$300,500	\$1,305,500	\$451,000	\$1,756,500	34.6%
PS&E	N/A	N/A	N/A	N/A	N/A	N/A
RW	N/A	N/A	N/A	N/A	N/A	N/A
Total				\$451,000	\$1,756,500	34.6%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 36, near Alton, in Humboldt County. The project will construct two 12-foot wide lanes, two 5-foot wide shoulders, install center-line and shoulder rumble strips, and place an Open-Graded Friction Course (OGFC) pavement throughout the project limits. The project also includes a grade reduction on two short vertical curves to improve sight distance.

The performance measure goal is to reduce the severity and number of collisions by 23 collisions, improve 32 linear-feet of drainage system from “poor” to “good” condition, and improve 30 linear-feet of drainage system from “fair” to “good” condition. The improvements are consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP, and in June 2017, the Commission approved support cost funds in the amount of \$1,005,000 for the Project Approval and Environmental Documentation (PA&ED) pre-construction phase. The total current allotment for the PA&ED phase support cost is \$1,305,500, including Department delegated G-12 funds.

REASON(S) FOR COST INCREASE:

The original estimate for the PA&ED support cost was developed prior to 2017, and it was based on the staff support and resources needed to obtain required permits and Right of Way (R/W) certifications as identified in the Project Initiation Document (PID). The original scope was to widen shoulders on both sides of the roadway; however, the Department changed strategies to widen the roadway on one side only due to the discovery of unstable slope conditions on one side of the roadway. This slope stability condition was discovered during geotechnical studies conducted after the project programming phase. The COS was calculated based on identified tasks needed to complete the PA&ED and on information and data available prior to the discovery of the soil stability condition. The additional widening on one side also resulted in a greater impact to a wetland, ~~that was~~ **unforeseen relocation of utilities, and a shift in the crown elevation of the centerline profile which were** not factored in the original COS estimate.

To construct this project, and to provide an adequate area for the roadway shoulder and recovery zone, the Department had planned to acquire R/W from an operational truck and logging mill site. However, the planned R/W acquisition did not include an existing, private property used as a wood waste berm. The berm location within the private property was recently changed to an area that encroaches on the planned project site. This change occurred after the original COS estimate was completed, and will require additional, unanticipated site investigation. Because of the expanded wood waste berm, the Department will be required to conduct additional studies to evaluate new hazardous waste contamination. The additional analysis, which will require subsurface drilling and soil sampling, will also require additional support costs to re-evaluate the property’s possible contamination under the recently changed condition. The increased support cost is also needed to account for staff work associated with obtaining or updating all required

permits to complete the PA&ED phase, and to conduct additional R/W negotiations associated with obtaining temporary permits to enter property that was not included in the original studies.

CONSEQUENCES:

The Department has determined that additional funds of \$451,000 are needed to conduct the unanticipated hazardous waste studies, **unforeseen relocation of utilities, and the change in the roadway centerline profile which are** essential for a full delivery of the project report and environmental document.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Collision Severity Reduction project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Be it Resolved, that the Commission allocate an additional \$451,000 to the project to provide funds for PA&ED for the SHOPP Collision Severity Reduction project on SR 36 in Humboldt County.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5e.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Matthew K. Brady
District 01 - Director

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION
REQUEST (PA&ED)
(PPNO 01-2379/EA 01-0E010 – HUMBOLDT COUNTY - STATE ROUTE 36)
RESOLUTION FA-18-56**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$451,000 for the State Highway Operation Protection Program (SHOPP) Collision Severity Reduction project (PPNO 2379) on State Route (SR) 36, in Humboldt County, to supplement the pre-construction component support cost (COS) for Project Approval and Environmental Document (PA&ED)?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$451,000 for the previously approved SHOPP Collision Severity Reduction project (PPNO 2379) on SR 36, in Humboldt County, to supplement the pre-construction COS PA&ED.

Pre-Construction Component COS	Pre-Construction Project Funding			Revised Pre-Construction Funds		% Increase
	Programmed	G-12	Total Allotment	Additional Funds Requested	Total Funds	
PA&ED	\$1,005,000	\$300,500	\$1,305,500	\$451,000	\$1,756,500	34.6%
PS&E	N/A	N/A	N/A	N/A	N/A	N/A
RW	N/A	N/A	N/A	N/A	N/A	N/A
Total				\$451,000	\$1,756,500	34.6%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 36, near Alton, in Humboldt County. The project will construct two 12-foot wide lanes, two 5-foot wide shoulders, install center-line and shoulder rumble strips, and place an Open-Graded Friction Course (OGFC) pavement throughout the project limits. The project also includes a grade reduction on two short vertical curves to improve sight distance.

The performance measure goal is to reduce the severity and number of collisions by 23 collisions, improve 32 linear-feet of drainage system from “poor” to “good” condition, and improve 30 linear-feet of drainage system from “fair” to “good” condition. The improvements are consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP, and in June 2017, the Commission approved support cost funds in the amount of \$1,005,000 for the Project Approval and Environmental Documentation (PA&ED) pre-construction phase. The total current allotment for the PA&ED phase support cost is \$1,305,500, including Department delegated G-12 funds.

REASON(S) FOR COST INCREASE:

The original estimate for the PA&ED support cost was developed prior to 2017, and it was based on the staff support and resources needed to obtain required permits and Right of Way (R/W) certifications as identified in the Project Initiation Document (PID). The original scope was to widen shoulders on both sides of the roadway; however, the Department changed strategies to widen the roadway on one side only due to the discovery of unstable slope conditions on one side of the roadway. This slope stability condition was discovered during geotechnical studies conducted after the project programming phase. The COS was calculated based on identified tasks needed to complete the PA&ED and on information and data available prior to the discovery of the soil stability condition. The additional widening on one side also resulted in a greater impact to a wetland that was not factored in the original COS estimate.

To construct this project, and to provide an adequate area for the roadway shoulder and recovery zone, the Department had planned to acquire R/W from an operational truck and logging mill site. However, the planned R/W acquisition did not include an existing, private property used as a wood waste berm. The berm location within the private property was recently changed to an area that encroaches on the planned project site. This change occurred after the original COS estimate was completed, and will require additional, unanticipated site investigation. Because of the expanded wood waste berm, the Department will be required to conduct additional studies to evaluate new hazardous waste contamination. The additional analysis, which will require subsurface drilling and soil sampling, will also require additional support costs to re-evaluate the property’s possible contamination under the recently changed condition. The increased support cost is also needed to account for staff work associated with obtaining or updating all required permits to complete the PA&ED phase, and to conduct additional R/W negotiations associated with obtaining temporary permits to enter property that was not included in the original studies.

CONSEQUENCES:

The Department has determined that additional funds of \$451,000 are needed to conduct the unanticipated hazardous waste studies essential for a full delivery of the project report and environmental document.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Collision Severity Reduction project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Be it Resolved, that the Commission allocate an additional \$451,000 to the project to provide funds for PA&ED for the SHOPP Collision Severity Reduction project on SR 36 in Humboldt County.

M e m o r a n d u m**To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION****CTC Meeting: March 13-14, 2019****Reference No.: 2.5e.(4)
Action Item****From: STEVEN KECK
Chief Financial Officer****Prepared by: Dan McElhinney
District 10 – Director (Acting)****Subject: SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT
(PPNO 10-3248/EA 10-0F280 – CALAVERAS COUNTY - STATE ROUTE 4)
RESOLUTION FA-18-39****ISSUE**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,280,000 for the State Highway Operation Protection Program (SHOPP) Stormwater Mitigation project (PPNO 3248) on State Route (SR) 4, in Calaveras County, to complete construction?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$1,280,000 for the previously approved SHOPP Stormwater Mitigation project (PPNO 3248) on SR 4, in Calaveras County, to complete construction.

Construction Component	Project Funding					Revised Allocation		% Allotment Increase
	Programmed	Allocated	G-12 Authority	Total Allotment	Expended to Date	Supplemental Funds Requested	Revised Allocation	
Capital	\$6,450,000	\$7,156,000	\$915,600	\$ 8,071,600	\$7,498,600	\$390,000	\$8,461,600	4.8%
Support	\$1,330,000	\$1,947,000	\$394,700	\$ 2,341,700	\$2,341,700	\$890,000	\$3,231,700	38%
Total		\$9,003,000		\$10,423,300		\$1,280,000	\$11,703,300	12.2%

PROJECT LOCATION, DESCRIPTION:

This project is located on SR 4, near the town of Arnold, in Calaveras County. This project will install new drainage inlets, provide larger roadside snow storage shoulders, and construct retaining walls, barrier rails and sand traps.

It should be noted that the project location is above the 4000-foot elevation. Therefore, it is subject to extreme winter weather conditions which prevents construction activities from October/November through April. The project contract was awarded on October 24, 2016. The existing utilities on the site were relocated during the Fall of 2016. Construction on the main project began in April 2017. The contract is currently in winter suspension.

FUNDING AND CONTRACT STATUS:

The project was programmed in the 2014 SHOPP for \$6,450,000 for Construction Capital and \$1,330,000 for Construction Support. The Project Report was approved in 2015, and in June 2016 the Commission allocated \$7,156,000 in Construction Capital, and \$1,947,000 in Construction Support. Using Department Authorized G-12 funds, the construction contract was awarded for \$7,717,000. The current project allotment is \$8,071,600 in Construction Capital, and \$2,234,700 in Construction Support; which includes all of the G-12 authority.

REASON(S) FOR COST INCREASE:

The additional Capital Outlay Support Cost (COS) funds are needed for an unplanned additional construction and environmental monitoring season, which is necessary due to unanticipated changes to project site conditions. The differing conditions were caused by heavier than usual winter storms taking place in the area prior to the start of construction in 2017. Heavy rain and snow fall resulted in unexpected ground water breaching the foundation elevation of some retaining walls. Construction methods for the impacted walls were revised to allow for dewatering and stabilization of the roadway embankment. These led to additional environmental surveys, monitoring and reporting now being required to comply with regulatory permit requirements for the added third construction season.

The Department had planned and budgeted funds for the project based on two construction seasons. However, the additional third season and the project modifications to address the differing site conditions have nearly exhausted the project COS allotment and will impact the remaining work.

The additional funds are needed to complete construction of several contract items that were impacted by Change Orders (COs) that have occurred since construction began. Construction Capital funds, expended to date, have also been used to compensate the contractors for the contract changes of the planned work.

The primary reason for these contract changes are described below:

A. Construction Capital

The Construction Capital increase is related to complying with permit requirements and overcoming constructability issues that were encountered at the project site

- I. **Differing Site Conditions:** At the beginning of the first construction season in June 2017, differing site conditions impacted some of the planned retaining walls' foundations, and groundwater surface level had risen to a level that undermined the integrity of the planned wall foundations. Those conditions were not previously observed in the Geotechnical Investigations or the site visits. The storms in the winter of 2016-17 were the second wettest in history, and most likely was the primary factor in contributing to this condition. As a result, dewatering, pumping and filtering water were required at several of the retaining wall locations. The revised construction methods, to dewater the site and increase temporary shoring to stabilize embankments, also increased costs. The excavation and backfill operations next to the retaining walls also had to be changed due to the groundwater and delays. In addition, harder bedrock was discovered within retaining wall excavation zones which made constructing the foundation of the retaining walls more difficult. Cumulatively, all of these added to the delay of construction completion, and instead of a two-season construction project, it is now a three-season construction project.

Although the ground water was observed in the first construction season, the Department and the contractor intended to finish the project in the planned two seasons (December 2018). In August 2018, the Department made a prudent decision to place the project on the Project Delivery "Watch List" in case progress toward completion of the project was delayed. In November 2018, the region experienced heavy rains and snow showers making it certain that this project was going into a third construction season.

- II. **Permit Requirements:** The extension of the project to three construction seasons impacted the storm water permit requirements. Because of the additional construction season, the project now required additional controls and testing for stream and water diversions to comply. This added costs to the project which impacted the contract budget.
- III. **Constructability Issues:** The project Risk Register included material cost increases; such as asphalt pricing and late archeological discoveries. Ultimately, both risks were realized during construction. Project supplemental funds and project state furnished funds were budgeted to cover these issues. However, the impact of these issues to the contract budget was more significant than expected.

The additional \$390,000 in Construction Capital will allow the Department to complete the remaining items of work related to asphalt, barrier, drainage, striping, and the retaining walls for the project.

B. Construction Support

Prior to the discovery of the differing site conditions, and during all of the project's pre-construction phases, the Department based its Construction Support cost estimate on two construction seasons. This support cost estimate accounted for anticipated winter work suspension but did not account for a possible third construction season.

The additional, third season of unanticipated work, and the extended project completion date are the most significant factors in the need for additional Construction Support. A third construction season requires additional pre-construction biological surveys, which are normally conducted by external consultants under contract for the Department. A season-long, full-time biological monitoring is required to mitigate potential impacts to the five special status species found within the project limits. The additional support cost is needed due to an increase in the environmental requirements and the increased number staff required to conduct and monitor these environmental surveys for that additional third construction season.

The additional, third construction season also requires more efforts for inspection and material testing of the final stages of construction. Because of the presence of significant groundwater and the discovery of the hard rock during structure excavation, the scope of work was modified, causing additional design, geotechnical, structural and material efforts. As a result, the Department was able to resolve over 21 COs through extensive negotiations with the contractor, to address the contract changes. The support cost to address the contract changes and negotiate the cost of supplemental work with the contractor also exhausted the planned budget for the project's overall Construction Support.

The additional \$890,000 will ensure the final paving is completed per plans and specifications, the drainage inlets are raised, and the concrete barrier is completed (in compliance with the safety and environmental requirements).

RISK ANALYSIS:

The estimated Contract Completion date is now June 2019, with a Contract Acceptance date of August 2019. As the project reaches project close-out, it is possible that the contractor will submit additional claims. The Department will analyze those claims then negotiate with the contractor to resolve any outstanding issues. If additional funds are needed, the Department will return to the Commission for a supplemental funds request to close out the project.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete this construction contract and the additional funds requested are in the best interest of the State.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

If this request for an additional \$1,280,000 is not approved, this contract will not be completed, and the Department will be unable to meet both safety and environmental commitment deficiencies on this portion of SR 4 in Calaveras County.

RESOLUTION:

Resolved, that \$1,280,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890 and Non-Budget Act Items 2660-001-0042 and 2660-001-0890 to provide funds for the SHOPP Storm Mitigation project on SR 4 in Calaveras County, to complete construction.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program Funding Year Item #	Fund Type	State Federal	State Federal Additional	State Federal Revised
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program Codes	Project ID	Current Amount by Fund Type	Amount by Fund Type	Amount by Fund Type
	Postmile		Project Description	Adv Phase	EA			
			Project Support Expenditures					
2.5e.(4)			Supplemental Funds For Previously Voted Projects				Resolution FA-18-39	
\$1,280,000			Near Arnold from 0.7 mile west to 0.2 mile west of Big	10-3248				
Department of Transportation <u>CCOG</u> Calaveras 10-Cal-4 43.8/44.3			Trees State Park entrance. <u>Outcome/Output:</u> Construct retaining walls and shoulders for sediment control.	SHOPP/2015-16				
				302-0042		\$143,000		\$143,000
			Supplemental funds are needed to Complete Construction.	SHA				
				302-0890		\$7,013,000		\$7,013,000
			Total revised amount \$16,507,600	FTF				
				20.20.201.335				
				SHOPP/2016-17				
				302-0042		\$76,792		\$76,792
				SHA				
				302-0890		\$7,994,808		\$7,994,808
				FTF				
				20.20.201.335				
				001-0042			\$18,000	\$18,000
				SHA				
				001-0890			\$872,000	\$872,000
				FTF				
				20.10.201.335				
				SHOPP/2018-19				
				302-0042			\$8,000	\$8,000
				SHA				
				302-0890			\$382,000	\$382,000
				FTF				
				20.20.201.335				
				1000000033				
				4				
				0F280				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

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

From: STEVEN KECK
Chief Financial Officer

Prepared by: Tony Tavares
District 04 - Director

Subject: SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT
(PPNO 04-0044Q/EA 04-1A683 – ALAMEDA COUNTY - INTERSTATE 880)
RESOLUTION FA-18-38

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$4,666,000 for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 0044Q) on Interstate 880 (I-880), in Alameda County, to award the construction contract?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$4,666,000 for the previously approved SHOPP Pavement Rehabilitation project (PPNO 0044Q) on I-880, in Alameda County, to award the construction contract.

Construction Component	Project Funding		Revised Allocation		% Allocation Increase
	Programmed	Allocated	Supplemental Funds Requested	Total Funds to Award	
Capital	\$8,000,000	\$9,582,000	\$4,666,000	\$14,248,000	48.7%
Support	\$2,100,000	\$2,100,000	\$ 0	\$2,100,000	0%
Total		\$11,682,000	\$4,666,000	\$16,348,000	39.9%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on I-880, in and near the city of Oakland, from 23rd Avenue to 29th Avenue, in Alameda County. The project will rehabilitate approximately 4 lane-miles of the existing roadway and ramps pavement using pre-cast, jointed concrete panels, and rapid setting lean concrete base to overcome the restricted construction window on this heavily travelled portion of I-880.

Currently, the contract award status is pending approval of this request for supplemental funds. If the Commission approves this request, construction would begin in May 2019, would take 150 working days, and be completed in one construction season.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP for \$8,000,000 for Construction Capital and \$2,100,000 for Construction Support. The Engineer's Estimate (EE) was based on available historical and current market data at that time. Completed in June 2018, the EE resulted in a higher estimated construction cost than when the project was programmed. In August 2018, the Commission approved the project allocation amount of \$9,582,000 for Construction Capital and \$2,100,000 for Construction Support. The project was advertised on November 5, 2018, and bids were opened on January 8, 2019. Two contractors submitted bids for this contract, and both bids were higher than the amount allocated by the Commission. The total amount to award the contract, based on the lowest responsible bidder, is \$14,248,000 for Construction Capital.

REASON(S) FOR COST INCREASE:

The project's location is a heavily travelled portion of I-880, and a significantly important link for the traveling public and commerce in the San Francisco Bay Area. Construction activities in this sensitive project location are extremely restrictive as work windows are limited to nighttime to minimize traffic impacts. This factor substantially influences the engineering alternatives and design options, and therefore, the project cost. When the project was allocated in August 2018, the Department had concluded that the best alternative to complete this roadway rehabilitation project on time, with minimum inconvenience to the travelling public, was to use pre-cast jointed concrete panels.

The pre-cast concrete panels prices used to prepare the June 2018 EE were reflective of the market prices and the multiple number of available contractors expected to compete for the project contract at that time. When the bids were opened on January 8, 2019, it was clear that the construction market in the area had changed upward, and the availability of contractors was less than anticipated. The Department contacted the two contractors who submitted bids and concluded that, considering the post-Senate Bill 1 environment and the current regional market trends, the June 2018 EE undervalued the cost of several contract items.

Based on these discussions with contractors, the main reasons for the construction cost increase can be attributed to the following:

A. Concrete Items (including Pre-Cast Slabs, and Concrete Drainage Inlets):

The contractor with the lowest overall bid specializes in paving, grading, excavating and installation of precast slabs. The contractor uses specialty subcontractors to supply all concrete related items. The contractor stated that the two local sub-contractors they normally use for Lean Concrete Base, Precast Jointed Concrete Pavement, Concrete Barrier (Type 60MGC), and Concrete Barrier (Type 60MGF), were no longer producing pre-cast items, and the only available pre-cast sub-contractor was in Southern California. The cost of transporting these items to the project site resulted in a sizeable increase in the overall cost of these items.

The Department normally uses use cast-in-place concrete slabs for roadway construction, which is generally less costly than the pre-cast slabs. However, the cast-in-place construction method requires more time during construction to form, pour, finish and cure the cast-in-place concrete slabs prior to allowing traffic to use the new pavement. In this case, on this heavily traveled corridor, it would not be cost effective to use cast-in-place concrete slabs because it would slow down the production rate and increase the overall construction duration causing a significant delay to the traveling public.

B. Hot Mixed Asphalt (HMA) Pavement Materials:

The contractor stated that recent material price increases have impacted asphalt items essential to the contract. Since the EE was completed, prices of petroleum products have risen and the Asphalt Concrete (AC) Price Index has increased by 12 percent. This increase impacted the prices of Hot Mix Asphalt (Type A), Hot Mix Asphalt (Leveling), Rubberized Hot Mix Asphalt (Gap Graded), and Rubberized Hot Mix Asphalt (Open Graded). Although the EE accounted for the AC Price Index possible fluctuation, the contractor's bid prices for these items were higher, reflecting higher valuation for uptrend of material and labor price escalation.

C. Traffic Control System:

The Project includes night work with a maximum of 8-hour weekday, and 11-hour weekend nighttime work windows. The EE undervalued the cost of traffic control on this heavy traffic corridor that serves approximately 250,000 vehicles per day.

The bid has been reviewed for possible mathematical or material unbalancing per Section 14 of the Construction Contract Development (CCD) Guide and Title 23 of the Code of Federal Regulations (CFR) Section 635.102. No evidence of mathematical or material unbalancing of the bid price was found.

This project is consistent with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan (TAMP). The project will improve roadway pavement conditions and traffic safety by rehabilitating the existing pavement on the mainline and ramps.

CONSEQUENCES:

If additional funds are not approved, the Department would not be able to award this SHOPP Pavement Rehabilitation project and the project would be delayed and may need to be reprogrammed. Considering the current bidding environment, re-advertising the contract will delay the delivery of this project and is not expected to result in lower bids.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Pavement Rehabilitation project consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Resolved, that \$4,666,000 be allocated from the Budget Acts of 2017 and 2018, Budget Act Items 2660-802-3290 and 2660-302-0890 to provide funds to award the construction contract for the SHOPP Pavement Rehabilitation project on I-880 in Alameda County.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program Funding Year Item #	Fund Type	State Federal	State Federal Additional	State Federal Revised
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program Codes	Project ID	Current Amount by Fund Type	Amount by Fund Type	Amount by Fund Type
	Postmile		Project Description	Adv Phase	EA			
			Project Support Expenditures					
2.5e.(3)			Supplemental Funds For Previously Voted Projects				Resolution FA-18-38	
\$4,666,000			In Oakland, from 0.2 mile south of 29th Street to 0.3 mile north of 23rd Street. <u>Outcome/Outout</u> : Rehabilitate roadway.	04-0044Q				
Department of Transportation				SHOPP/2017-18				
MTC				802-3290		\$808,000		\$808,000
Alameda				RMRA				
04-Ala-880			Supplemental funds are needed to Award.	20.20.201.120				
28.5/29.2			Total revised amount \$14,248,000	SHOPP/2018-19				
				302-0890		\$8,774,000		\$8,774,000
				FTF				
				20.20.201.120				
				SHOPP/2017-18				
				802-3290			\$393,000	\$393,000
				RMRA				
				20.20.201.120				
				SHOPP/2018-19				
				302-0890			\$4,273,000	\$4,273,000
				FTF				
				20.20.201.120				
				0412000335				
				4				
				1A683				

Memorandum

Tab 52

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5e.(5) - **REPLACEMENT**
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Tony Tavares
District 4 Director

Subject: **SUPPLEMENTAL FUNDS - PUBLIC PRIVATE PARTNERSHIP – PRESIDIO PARKWAY
PROJECT (PPNO 04-0619P)
RESOLUTION FA-18-40**

RECOMMENDATION:

The California Department of Transportation (Department), with support from the San Francisco County Transportation Agency (SFCTA) as joint partners on the Presidio Parkway Public-Private Partnership (P3) Project (Project), recommends that the California Transportation Commission (Commission) allocate \$33,700,000 in supplemental funds for Project expenses. This approval will bring the total allocation for the Project to \$1,288.34 million.

ISSUE:

The Department's request for supplemental funds pertains to contractual obligations and related new costs associated with the two settlement agreements previously approved and the resulting completion of project work, including site work on the Presidio, landscaping allowance work within the Department's Right of Way, environmental commitments, extra work and permit related delays, and owner-controlled insurance. The contractor has completed all work on the project site and this is the final request from the Department for the construction of the Project.

BACKGROUND:

Unlike traditional project delivery methods, such as Design-Bid-Build (DBB), the P3 was structured on the premise that the Developer would secure independent financing and finance the design and construction of the Project. As set out by the Federal Highway Administration (FHWA) in the table below, the risks appropriately transferred in a P3 project are unique to the project type and delivery methods utilized, and are premised on allocating risks to the party best able to manage them.

Risk	Traditional (DBB)	Presidio Parkway P3 (DBFOM)
Change in Law	Public	Public
Change in Scope	Public	Public
Construction	Private	Private
Design	Public	Private
Final Acceptance	Public	Private
Financing	Public	Private
Force Majeure	Public	Shared
Ground Conditions	Public	Private
Hazardous Materials	Public	Shared
Independent Verification/ Validation	Public	Public
Landscaping	Public	Shared
NEPA Approvals	Public	Public
O&M	Public	Private
Permits	Public	Shared
Quality Assurance/ Quality Control	Public	Private
Right of Way	Public	Shared
Security	Public	Shared
Utilities	Public	Shared

Under a Design-Build-Finance-Operate-Maintain (DBFOM) P3 model such as this Project, the responsibilities for designing, building, financing, operating and maintaining a project are bundled together and transferred to or shared with private sector partners. However, even in this model there are some responsibilities - or risks - that are better managed by the owner and are therefore retained by the owner. In determining which risks are to be transferred to the private sector, the owner must first determine who is in a better position to manage the particular risk. Transferring too little risk to the private sector negates the benefits of partnering. Alternatively, transferring too much risk, such as a risk that the private sector is unable to manage, would result in high-risk premiums, likely making the project cost prohibitive. In identifying and allocating risk appropriately, best practices dictate that if a risk is difficult to assess or manage, it may be appropriate to share it between the public and private sectors.

This Project involves the Presidio Trust (Trust), a significant, non-signatory third party that owns the land and imposes requirements outside of the P3 Agreement based on the FEIS/EIR and Programmatic Agreement, affecting the Project's scope of work, schedule and costs. The Trust's central role throughout design, construction and close-out introduced unexpected complexities and risks beyond both the Department's and the Developer's control. One such complexity has been the management of work by the Trust via the issuance and enforcement of permits by the Trust. As set forth in the above table, Permits are a shared risk between the Developer and the Department and risk has been shared on this Project. The process of obtaining and closing out Trust permits came with significant project delays and unanticipated changes to project criteria. Not complying with the permits and process that became necessary

to obtain and close out the permits would have prevented the Developer from completing the work on time to deliver the Project.

Project Overview

The Project is located in the city and county of San Francisco on Doyle Drive (U.S. Highway 101) and Richardson Avenue from Lombard Street to the Golden Gate Bridge Toll Plaza. The Project replaced the structurally deficient roadway built in 1936, serving as the southern access to the Golden Gate Bridge, connecting Marin and San Francisco counties and providing a major regional traffic link between the San Mateo Peninsula and North Bay Area counties. The Project posed several significant challenges that included: the need to keep the existing roadway open to traffic during construction; participation of four federal agencies with overlapping jurisdictions; construction within an environmentally sensitive National Park, with the requisite permitting processes; and operation and maintenance of bridge and tunnel structures with technological challenges. Furthermore, the Department, with SFCTA, was required to negotiate a Right of Entry (ROE) Agreement with the Trust (the landowner) for access to the land on which the Project was being built, for the right to construct the Project on Trust property and for the Department to secure the highway easement deed for the operating period of the project and highway operations overall on the new alignment.

In May 2010, the Legislature approved an original \$1,401.79 million budget for the Project. In January 2011, due to a favorable bidding environment and after submission of the Project to the Legislature for a mandatory review, the Department, in cooperation with the SFCTA, reached commercial close and executed the P3 Agreement with the Developer for \$1,080.54 million. Under the terms of the P3 Agreement, the Developer had the obligation to design, build, finance, operate and maintain the Project.

There were two settlement agreements already approved during the Project. In August 2016 and June 2016, the Commission approved two supplemental funds requests totaling \$120.1 million for a global settlement with the Developer. This first settlement addressed previous change orders (including reducing the scope of work for Trust related landscaping), all unresolved potential claims through August 2016 and the dismissal of a lawsuit filed by the Developer. In March 2018, for the second settlement agreement the Commission approved a supplemental funds request of \$37 million as the State's share of the \$54 million settlement with the Presidio Trust that also transferred the final landscape work within the Trust's Right of Way to be done by the Trust reducing Project risk. This second settlement agreement, which was with the Presidio Trust, did not fund, but did include, new scope for the Developer to complete by change order; which is now included in this request to approve a third, final settlement agreement now with the Developer. The current total supplemental funds approved by the Commission is \$174.10 million. Approval of this supplemental funds request would bring the total allocation for the Project to \$1,288.34 million for completion.

BASIS FOR SUPPLEMENTAL FUNDS

This proposed third settlement will resolve all outstanding disputes brought by the Developer. Any disputes with the Trust have been resolved in previous supplemental funds requests. The Developer is contractually entitled to seek “relief” and the Department is required to compensate the Developer for events that occur and are outside the Developer’s reasonable control. The P3 Agreement (Appendix 1) includes 23 specified events for which the Developer is entitled to relief in the form of either cost and/or time. Such examples of Relief Events include but are not limited to the following:

- Uncontrollable occurrences like *force majeure* events;
- Changes in law or project criteria that were not known to the Developer and in some cases the Department;
- Department Changes;
- Department’s failure to perform or observe any material covenants or obligations under the P3 Agreement or other Contract Documents;
- Department-Caused Delay.

Pursuant to the P3 Agreement, the Developer may file potential claims if it believes it is entitled to costs based on delays or extra work, extensions of time, for work it believes it is not required to perform under the Contract Documents. This is an essential process to allow the Department to be alerted by the Developer of the possibility of a claim for additional time or money and is an expected part of the project. For any potential claims not resolved during the life of the contract, the parties can file litigation after Final Acceptance of the Project. There are two potential claims being resolved pursuant to this settlement agreement and they are the only remaining claims on the Project. Both fall into the Relief Event categories of Department Changes, changes to project criteria that were not known to the Developer or the Department and Project Delays that although were not caused by the Department, were also not caused by the Developer but were caused by a third party and were not anticipated by either the Department or the Developer. These potential claims arose subsequent to the 2016 Settlement Agreement with the Developer and were partially reduced but not fully eliminated by the 2018 Settlement Agreement with the Trust.

The Department and Developer have worked diligently in recent months to complete all remaining construction and resolve costs and claims. The basis for additional funds is associated with work performed outside of the P3 Agreement, requirements from both the 2016 Settlement Agreement with Developer and the 2018 Settlement Agreement with the Trust and the related year delay. This request provides for the resolution of necessary work after the 2016 Settlement Agreement, to address additional unforeseen site conditions, design and construction modifications, delays, and environmental permits and Trust’s requirements, to achieve Project’s close-out.

This \$33.7 million request is for construction capital. The capital increase is for claim resolution of additional work scope outside of the P3 Agreement, construction delays, longer OCIP coverage, Resident Engineer office’s rent/utilities, and confirmation and implementation of outstanding environmental commitments.

Construction Capital Increase: \$33.7 million

A. Developer Claims resolution for Department Change Orders, Extra Work and Delays: \$25.63 million

Developer claims the Department directed performance of work that was beyond obligations under the P3 Agreement and the 2016 Settlement Agreement. The Developer also claims it has suffered unanticipated delays for which it is seeking compensation. The Department agrees the Developer is entitled to payment for the extra work and for a portion of the delays and has worked with the Developer to negotiate the amount the Developer should be paid for the extra work and the period of delays for which the Developer should be compensated.

The work subject to Department Change Orders includes design modifications and other changes due to unforeseen site conditions, and additional requirements from the Trust and environmental permits. This work was due in large part to the landscaping work on Trust Right of Way. Neither party anticipated or could have anticipated, the amount and type of work that would be required to be performed by the Developer to turn it over to the Trust. This extra work was in the form of additional Storm Water Pollution Prevention Plan (SWPPP) measures, soil management plans, and other necessary measures to leave the site in a safe and stable condition until the Trust begins work on their landscaping projects on the tunnel tops and quarter master reach areas.

The Developer and the Department have negotiated and agreed to settle these potential claims, thereby allowing the Developer and the Department to comply with the construction completion and closeout milestones outlined in the Department's 2018 Settlement Agreement with the Trust. The Department secured the Highway Easement Deed on November 29, 2018, for the Developer to continue with the 30-year operations and maintenance, and the Department is returning the Property to the Trust, in accordance with the requirements of the Right of Entry Agreement.

- **Trust's Requirements and Fees: \$4,079,500**
To meet the Trust's standards and permits, additional submittals and reviews were required for drainage, grading, railing, fencing and other design modifications, utility devices and connections, architectural features, changes to accommodate future Trust improvements, and close-out documentation.
- **Environmental Requirements: \$592,700**
The Regional Water Quality Control Board required additional water pollution control measures and groundwater remediation for permit compliance.
- **Department Change Orders (DCO): \$6,926,600**
Changes were necessary to address Trust's horticulture soil requirements, utility conflicts, Golden Gate Bridge District's permit compliance, historical structures protection, restoration of the Multi-Use Trail (MUT), design modifications related to safety/electrical standards and unforeseen site conditions.

- Delays: \$14,031,300
Due to unanticipated delays in obtaining permits from the Trust, Developer was unable to complete construction on schedule, which resulted in additional costs for site management, remobilization, labor and materials cost escalation, rental costs, financing and Time Related Overhead (TRO). At the time of the 2016 Settlement Agreement with the Developer, construction was scheduled to be done by December 2016, but since then the Trust has required 46 additional permits to complete the remaining work. On average, it took over 5 months to approve each permit, well over the assumed 10-day turn-around per the P3 contract specifications. The Department was able to negotiate a reduced delay period, and the Developer has agreed to take responsibility for a total of seven months of this delay period.

B. Outstanding Environmental Commitments: \$6.6 million

U.S. Army Corps of Engineers and Regional Water Quality Control Board permits (404 and 401 respectively) require storm water treatment. While the Project maximized limited opportunities for onsite storm water treatment, additional offsite storm water treatment is necessary to mitigate deficits in treatment area. The Department and resource and partner agencies have been collaborating closely to finalize the proposed location, treatment area, scope of work, and long-term maintenance and reporting requirements, to complete the offsite mitigation by 2020.

C. Owner Control Insurance Program (OCIP): \$1.28 million

The delay in the overall construction completion from December 2016 to February 2019 necessitates the coverage extension and additional service cost. The P3 Agreement requires the Department to provide and maintain the OCIP until Final Acceptance, which is currently scheduled for spring of 2019.

D. Resident Engineer's Office: \$0.19 million

Delays in project completion from December 2016 to spring of 2019 resulted in additional costs for Resident Engineer's office rent, utilities, and relocation.

NEXT STEPS:

The settlement of the potential claims has been aggressively negotiated between the Parties for the better part of a year. The alternative of rejecting the settlement and proceeding with litigation will likely add to the risk of higher payouts, which will include attorney fees and interest. The complexity of the project and of the P3 contracts will contribute to an unpredictable trial outcome. Additionally, while claims on construction projects typically go to public works arbitration with the Office of Administrative Hearings, the P3 Agreement allows for litigation in the Superior Court of the County of San Francisco. Therefore, the settlement avoids the risk inherent in a jury trial. As with any "Major Projects" the Department has already engaged FHWA and, based on our ongoing discussions, believes that the supplemental funds will be approved for federal reimbursement.

Because the Project is the first P3 delivered under the authority granted in SBX2 4, it will naturally be a topic of debate regarding this delivery method. While this supplemental funds request will no doubt figure into that conversation, useful conclusions are unlikely to emerge until a thorough post-project analysis can be conducted. A thorough examination should ultimately yield data-based conclusions about the impact of changing delivery methods after the first phase of a complex project, about limitations of risk transfer and assumptions and consequences of the level of contingency funds assigned to a project. The effects of those decisions, among others, along with the unusual complications of building in a national park without land ownership and under the oversight of a uniquely structured authorizing agency, deserve robust analysis. The SFCTA is conducting a Project evaluation study with assistance from the University of Maryland and the University of Colorado in coordination with the Department. In addition, the Department is committed to conducting an exhaustive analysis and will publish a report on lessons learned and best practices with regards to the Project, and future P3 projects.

FINANCIAL RESOLUTION:

Resolved, that \$33,700,000 in Construction Capital be allocated to provide funds for project close-out on the P3 Presidio Parkway Project – Phase 2.

Project's Location:



*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5e.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Tony Tavares
District 4 Director

Subject: **SUPPLEMENTAL FUNDS - PUBLIC PRIVATE PARTNERSHIP – PRESIDIO PARKWAY
PROJECT (PPNO 04-0619P)
RESOLUTION FA-18-40**

RECOMMENDATION:

The California Department of Transportation (Department), with support from the San Francisco County Transportation Agency (SFCTA) as joint partners on the Presidio Parkway Public-Private Partnership (P3) Project (Project), recommends that the California Transportation Commission (Commission) allocate \$33,700,000 in supplemental funds for Project expenses. This approval will bring the total allocation for the Project to \$1,288.34 million.

ISSUE:

The Department's request for supplemental funds pertains to contractual obligations and related new costs associated with the two settlement agreements previously approved and the resulting completion of project work, including site work on the Presidio, landscaping allowance work within the Department's Right of Way, environmental commitments, extra work and permit related delays, and owner-controlled insurance. The contractor has completed all work on the project site and this is the final request from the Department for the construction of the Project.

BACKGROUND:

Unlike traditional project delivery methods, such as Design-Bid-Build (DBB), the P3 was structured on the premise that the Developer would secure independent financing and finance the design and construction of the Project. As set out by the Federal Highway Administration (FHWA) in the table below, the risks appropriately transferred in a P3 project are unique to the project type and delivery methods utilized, and are premised on allocating risks to the party best able to manage them.

Risk	Traditional (DBB)	Presidio Parkway P3 (DBFOM)
Change in Law	Public	Public
Change in Scope	Public	Public
Construction	Private	Private
Design	Public	Private
Final Acceptance	Public	Private
Financing	Public	Private
Force Majeure	Public	Shared
Ground Conditions	Public	Private
Hazardous Materials	Public	Shared
Independent Verification/ Validation	Public	Public
Landscaping	Public	Shared
NEPA Approvals	Public	Public
O&M	Public	Private
Permits	Public	Shared
Quality Assurance/ Quality Control	Public	Private
Right of Way	Public	Shared
Security	Public	Shared
Utilities	Public	Shared

Under a Design-Build-Finance-Operate-Maintain (DBFOM) P3 model such as this Project, the responsibilities for designing, building, financing, operating and maintaining a project are bundled together and transferred to or shared with private sector partners. However, even in this model there are some responsibilities - or risks - that are better managed by the owner and are therefore retained by the owner. In determining which risks are to be transferred to the private sector, the owner must first determine who is in a better position to manage the particular risk. Transferring too little risk to the private sector negates the benefits of partnering. Alternatively, transferring too much risk, such as a risk that the private sector is unable to manage, would result in high-risk premiums, likely making the project cost prohibitive. In identifying and allocating risk appropriately, best practices dictate that if a risk is difficult to assess or manage, it may be appropriate to share it between the public and private sectors.

This Project involves the Presidio Trust (Trust), a significant, non-signatory third party that owns the land and imposes requirements outside of the P3 Agreement based on the FEIS/EIR and Programmatic Agreement, affecting the Project's scope of work, schedule and costs. The Trust's central role throughout design, construction and close-out introduced unexpected complexities and risks beyond both the Department's and the Developer's control. One such complexity has been the management of work by the Trust via the issuance and enforcement of permits by the Trust. As set forth in the above table, Permits are a shared risk between the Developer and the Department and risk has been shared on this Project. The process of obtaining and closing out Trust permits came with significant project delays and unanticipated changes to project criteria. Not complying with the permits and process that became necessary

to obtain and close out the permits would have prevented the Developer from completing the work on time to deliver the Project.

Project Overview

The Project is located in the city and county of San Francisco on Doyle Drive (U.S. Highway 101) and Richardson Avenue from Lombard Street to the Golden Gate Bridge Toll Plaza. The Project replaced the structurally deficient roadway built in 1936, serving as the southern access to the Golden Gate Bridge, connecting Marin and San Francisco counties and providing a major regional traffic link between the San Mateo Peninsula and North Bay Area counties. The Project posed several significant challenges that included: the need to keep the existing roadway open to traffic during construction; participation of four federal agencies with overlapping jurisdictions; construction within an environmentally sensitive National Park, with the requisite permitting processes; and operation and maintenance of bridge and tunnel structures with technological challenges. Furthermore, the Department, with SFCTA, was required to negotiate a Right of Entry (ROE) Agreement with the Trust (the landowner) for access to the land on which the Project was being built, for the right to construct the Project on Trust property and for the Department to secure the highway easement deed for the operating period of the project and highway operations overall on the new alignment.

In May 2010, the Legislature approved an original \$1,401.79 million budget for the Project. In January 2011, due to a favorable bidding environment and after submission of the Project to the Legislature for a mandatory review, the Department, in cooperation with the SFCTA, reached commercial close and executed the P3 Agreement with the Developer for \$1,080.54 million. Under the terms of the P3 Agreement, the Developer had the obligation to design, build, finance, operate and maintain the Project.

There were two settlement agreements already approved during the Project. In August 2016 and June 2016, the Commission approved two supplemental funds requests totaling \$120.1 million for a global settlement with the Developer. This first settlement addressed previous change orders (including reducing the scope of work for Trust related landscaping), all unresolved potential claims through August 2016 and the dismissal of a lawsuit filed by the Developer. In March 2018, for the second settlement agreement the Commission approved a supplemental funds request of \$37 million as the State's share of the \$54 million settlement with the Presidio Trust that also transferred the final landscape work within the Trust's Right of Way to be done by the Trust reducing Project risk. This second settlement agreement, which was with the Presidio Trust, did not fund, but did include, new scope for the Developer to complete by change order; which is now included in this request to approve a third, final settlement agreement now with the Developer. The current total supplemental funds approved by the Commission is \$174.10 million. Approval of this supplemental funds request would bring the total allocation for the Project to \$1,288.34 million for completion.

BASIS FOR SUPPLEMENTAL FUNDS

This proposed third settlement will resolve all outstanding disputes brought by the Developer. Any disputes with the Trust have been resolved in previous supplemental funds requests. The Developer is contractually entitled to seek “relief” and the Department is required to compensate the Developer for events that occur and are outside the Developer’s reasonable control. The P3 Agreement (Appendix 1) includes 23 specified events for which the Developer is entitled to relief in the form of either cost and/or time. Such examples of Relief Events include but are not limited to the following:

- Uncontrollable occurrences like *force majeure* events;
- Changes in law or project criteria that were not known to the Developer and in some cases the Department;
- Department Changes;
- Department’s failure to perform or observe any material covenants or obligations under the P3 Agreement or other Contract Documents;
- Department-Caused Delay.

Pursuant to the P3 Agreement, the Developer may file potential claims if it believes it is entitled to costs based on delays or extra work, extensions of time, for work it believes it is not required to perform under the Contract Documents. This is an essential process to allow the Department to be alerted by the Developer of the possibility of a claim for additional time or money and is an expected part of the project. For any potential claims not resolved during the life of the contract, the parties can file litigation after Final Acceptance of the Project. There are two potential claims being resolved pursuant to this settlement agreement and they are the only remaining claims on the Project. Both fall into the Relief Event categories of Department Changes, changes to project criteria that were not known to the Developer or the Department and Project Delays that although were not caused by the Department, were also not caused by the Developer but were caused by a third party and were not anticipated by either the Department or the Developer. These potential claims arose subsequent to the 2016 Settlement Agreement with the Developer and were partially reduced but not fully eliminated by the 2018 Settlement Agreement with the Trust.

The Department and Developer have worked diligently in recent months to complete all remaining construction and resolve costs and claims. The basis for additional funds is associated with work performed outside of the P3 Agreement, requirements from both the 2016 Settlement Agreement with Developer and the 2018 Settlement Agreement with the Trust and the related year delay. This request provides for the resolution of necessary work after the 2016 Settlement Agreement, to address additional unforeseen site conditions, design and construction modifications, delays, and environmental permits and Trust’s requirements, to achieve Project’s close-out and Final Acceptance.

This \$33.7 million request is for construction capital. The capital increase is for claim resolution of additional work scope outside of the P3 Agreement, construction delays, longer OCIP coverage, Resident Engineer office’s rent/utilities, and confirmation and implementation of outstanding environmental commitments.

Construction Capital Increase: \$33.7 million

A. Developer Claims resolution for Department Change Orders, Extra Work and Delays: \$25.63 million

Developer claims the Department directed performance of work that was beyond obligations under the P3 Agreement and the 2016 Settlement Agreement. The Developer also claims it has suffered unanticipated delays for which it is seeking compensation. The Department agrees the Developer is entitled to payment for the extra work and for a portion of the delays and has worked with the Developer to negotiate the amount the Developer should be paid for the extra work and the period of delays for which the Developer should be compensated.

The work subject to Department Change Orders includes design modifications and other changes due to unforeseen site conditions, and additional requirements from the Trust and environmental permits. This work was due in large part to the landscaping work on Trust Right of Way. Neither party anticipated or could have anticipated, the amount and type of work that would be required to be performed by the Developer to turn it over to the Trust. This extra work was in the form of additional Storm Water Pollution Prevention Plan (SWPPP) measures, soil management plans, and other necessary measures to leave the site in a safe and stable condition until the Trust begins work on their landscaping projects on the tunnel tops and quarter master reach areas.

The Developer and the Department have negotiated and agreed to settle these potential claims, thereby allowing the Developer and the Department to comply with the construction completion and closeout milestones outlined in the Department's 2018 Settlement Agreement with the Trust. With closeout, the Developer will have the ability to achieve Final Acceptance. The Department secured the Highway Easement Deed on November 29, 2018, for the Developer to continue with the 30-year operations and maintenance, and the Department is returning the Property to the Trust, in accordance with the requirements of the Right of Entry Agreement.

- Trust's Requirements and Fees: \$4,079,500
To meet the Trust's standards and permits, additional submittals and reviews were required for drainage, grading, railing, fencing and other design modifications, utility devices and connections, architectural features, changes to accommodate future Trust improvements, and close-out documentation.
- Environmental Requirements: \$592,700
The Regional Water Quality Control Board required additional water pollution control measures and groundwater remediation for permit compliance.
- Department Change Orders (DCO): \$6,926,600
Changes were necessary to address Trust's horticulture soil requirements, utility conflicts, Golden Gate Bridge District's permit compliance, historical structures protection, restoration of the Multi-Use Trail (MUT), design modifications related to safety/electrical standards and unforeseen site conditions.

- Delays: \$14,031,300
Due to unanticipated delays in obtaining permits from the Trust, Developer was unable to complete construction on schedule, which resulted in additional costs for site management, remobilization, labor and materials cost escalation, rental costs, financing and Time Related Overhead (TRO). At the time of the 2016 Settlement Agreement with the Developer, construction was scheduled to be done by December 2016, but since then the Trust has required 46 additional permits to complete the remaining work. On average, it took over 5 months to approve each permit, well over the assumed 10-day turn-around per the P3 contract specifications. The Department was able to negotiate a reduced delay period, and the Developer has agreed to take responsibility for a total of seven months of this delay period.

B. Outstanding Environmental Commitments: \$6.6 million

U.S. Army Corps of Engineers and Regional Water Quality Control Board permits (404 and 401 respectively) require storm water treatment. While the Project maximized limited opportunities for onsite storm water treatment, additional offsite storm water treatment is necessary to mitigate deficits in treatment area. The Department and resource and partner agencies have been collaborating closely to finalize the proposed location, treatment area, scope of work, and long-term maintenance and reporting requirements, to complete the offsite mitigation by 2020.

C. Owner Control Insurance Program (OCIP): \$1.28 million

The delay in the overall construction completion from December 2016 to February 2019 necessitates the coverage extension and additional service cost. The P3 Agreement requires the Department to provide and maintain the OCIP until Final Acceptance, which is currently scheduled for spring of 2019.

D. Resident Engineer's Office: \$0.19 million

Delays in project completion from December 2016 to spring of 2019 resulted in additional costs for Resident Engineer's office rent, utilities, and relocation.

NEXT STEPS:

The proposed settlement of the potential claims has been aggressively negotiated between the Parties for the better part of a year. The alternative of rejecting the proposed settlement and proceeding with litigation will likely add to the risk of higher payouts, which will include attorney fees and interest. The complexity of the project and of the P3 contracts will contribute to an unpredictable trial outcome. Additionally, while claims on construction projects typically go to public works arbitration with the Office of Administrative Hearings, the P3 Agreement allows for litigation in the Superior Court of the County of San Francisco. Therefore, the settlement avoids the risk inherent in a jury trial. As with any "Major Projects" the Department has already engaged FHWA and, based on our ongoing discussions, believes that the supplemental funds will be approved for federal reimbursement.

Because the Project is the first P3 delivered under the authority granted in SBX2 4, it will naturally be a topic of debate regarding this delivery method. While this supplemental funds request will no doubt figure into that conversation, useful conclusions are unlikely to emerge until a thorough post-project analysis can be conducted. A thorough examination should ultimately yield data-based conclusions about the impact of changing delivery methods after the first phase of a complex project, about limitations of risk transfer and assumptions and consequences of the level of contingency funds assigned to a project. The effects of those decisions, among others, along with the unusual complications of building in a national park without land ownership and under the oversight of a uniquely structured authorizing agency, deserve robust analysis. The SFCTA is conducting a Project evaluation study with assistance from the University of Maryland and the University of Colorado in coordination with the Department. In addition, the Department is committed to conducting an exhaustive analysis and will publish a report on lessons learned and best practices with regards to the Project, and future P3 projects.

FINANCIAL RESOLUTION:

Resolved, that \$33,700,000 in Construction Capital be allocated to provide funds for project close-out and to achieve Final Acceptance on the P3 Presidio Parkway Project – Phase 2.

Project's Location:



*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.14
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Christine Gordon
Assistant Deputy Director

Subject: **APPROVAL OF THE 2018 CALIFORNIA NATURAL RESOURCES AGENCY
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM
RESOLUTION G-19-08**

ISSUE:

Should the California Transportation Commission (Commission) approve the 2018 Environmental Enhancement and Mitigation (EEM) Program prepared and submitted by the California Natural Resources Agency (Resources Agency)?

RECOMMENDATION:

Commission staff recommends that the Commission approve the 2018 EEM Program that includes 12 projects on the Recommended for Funding List with the following stipulations:

- The Commission expects that the funds allocated will be expended on a timely basis.
- For projects which include land acquisition, funding recipients are encouraged to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate.
- Due to the uniqueness of the individual projects in this program, the Resources Agency should be especially diligent in the on-site inspection and auditing of the projects included in the program.

BACKGROUND:

Section 164.56 of the Streets and Highway Code specifies that the Commission shall annually award grants to fund proposals that are included on a list prepared by the Resources Agency. The Resources Agency has developed procedures and criteria to evaluate and rank each funding proposal forming a multi-disciplined evaluation team to review applications and recommend projects for funding.

Any local, state or federal agency, or nonprofit entity may apply for and receive funding to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities.

Projects eligible for funding include, but are not limited to, the following:

- Urban Forestry - projects designed to offset vehicular emissions of carbon dioxide.
- Resource Lands - projects for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency - projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

The Resources Agency reviewed 33 grant applications and recommends \$6,918,250 in funding for 12 projects (\$2,637,150 in Northern California for 4 projects and \$4,281,100 in Southern California for 8 projects). The funding available is from the following sources: \$6,700,000 from the Budget Act of 2018, and \$218,950 of available unspent dollars from a project awarded with prior year (2016) appropriations.

There are 21 projects not recommended for funding: 7 in Northern California and 14 in Southern California. The multi-disciplined evaluation team used the EEM Program procedures and criteria to evaluate applications and recommended the most competitive project applications for award.

Each project recommended for funding has provided the Resources Agency evidence of CEQA compliance. The CEQA Lead Agencies have determined that 11 of the 12 projects are exempt from CEQA. A Notice of Determination was filed for the remaining one project.

Attachments:

- Attachment A: Resolution G-19-08
- Attachment B: California Natural Resources Agency Proposed 2018 Environmental Enhancement and Mitigation Program Recommendations

California Transportation Commission

**APPROVAL OF THE 2018
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM**

Resolution G-19-08

- 1.1 **WHEREAS**, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation Program; and
- 1.2 **WHEREAS**, the Environmental Enhancement and Mitigation Program provides funding annually for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities; and
- 1.3 **WHEREAS**, the California Natural Resources Agency (Resources Agency) is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the California Transportation Commission (Commission); and
- 1.4 **WHEREAS**, the Commission is responsible to award funding for proposals which are included on the list prepared by the California Natural Resources Agency; and
- 1.5 **WHEREAS**, the Resources Agency has prepared a Projects Recommended for Funding list totaling \$6,918,250 for 12 projects, and that list has been reviewed by the Commission; and
- 1.6 **WHEREAS**, the funding available is from the following sources: \$6,700,000 from the Budget Act of 2018, and \$218,950 of available unspent dollars from a project awarded with prior year (2016) appropriations; and
- 1.7 **WHEREAS**, each project recommended for funding has provided the Resources Agency evidence of CEQA compliance; and
- 1.8 **WHEREAS**, the CEQA Lead Agencies have determined that 11 of the 12 projects are exempt from CEQA. A Notice of Determination was filed for the remaining one project.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission approves the 2018 Environmental Enhancement and Mitigation Program, as indicated in the Projects Recommended for Funding list of projects (attached); and
- 2.2 **BE IT FURTHER RESOLVED**, that it is the intent of the Commission to allocate available funds for these projects, and expects that the funds allocated will be expended on a timely basis; and
- 2.3 **BE IT FURTHER RESOLVED**, that for projects which include land acquisition, the Commission encourages funding recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and

Page 2

- 2.4 **BE IT FURTHER RESOLVED**, that due to the uniqueness of the individual projects in this program, the Commission recommends the Resources Agency be especially diligent in the on-site inspection and auditing of the projects included in this program.



January 28, 2019

Susan Bransen
 Executive Director
 California Transportation Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Dear Ms. Bransen:

As provided in Section 164.56 of the Streets and Highways Code, the California Natural Resources Agency (Agency) has evaluated the 2018 Environmental Enhancement and Mitigation program grant applications and have listed these applications on the attached Recommended for Funding and Projects Not Recommended for Funding Lists. Projects on the Recommended for Funding List meets the statutory requirements and contribute to the mitigation of the environmental effects of transportation facilities.

Agency recommends that the projects on the Recommended for Funding List be authorized to receive immediate funding. These recommendations were determined by a multi-disciplined evaluation team that reviewed each application and visited each site. The list contains 12 projects with a total value of just under \$7 million, which includes the 2018 appropriation of \$6.7 million, with an additional \$218,250 in unspent dollars from a project awarded with a prior appropriation.

If you have any questions about the recommended projects or the process used to evaluate them, please call Carol Carter, EEM Coordinator, at (916) 651-7588 or contact her by email at carol.carter@resources.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wade Crowfoot', with a large, sweeping flourish at the end.

Wade Crowfoot
 Secretary for Natural Resources

Enclosures

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax. 916.653.8102 <http://resources.ca.gov>



ENVIRONMENTAL ENHANCEMENT AND MITIGATION GRANT – 2018 GRANT CYCLE

RECOMMENDATION

Approve grants for 12 projects totaling \$6,918,250

BACKGROUND

Under Streets and Highways Code Section 164.56(a), the California Transportation Commission (Commission) is charged with the responsibility of funding an annual Environmental Enhancement and Mitigation (EEM) Program administered by the California Natural Resources Agency (Agency) at the funding level provided in the State Budget.

The EEM Program awards grants to environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or the design, construction, or expansion of new transportation facilities.

California Streets and Highways Code Section 164.56 (as amended in 2013, SB 99) provides for grants to be awarded in three categories:

- Urban Forestry: Projects designed to offset vehicular emissions of carbon dioxide.
- Resource Lands: Acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency: Projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

Agency is responsible for developing and adopting guidelines (procedures and criteria) and determining eligibility, evaluating proposals, recommending projects for funding, and managing grants post awards. Agency's procedures and criteria contain a scoring mechanism to evaluate projects by assigning point scores to each project. Projects making the initial cut are then visited for further vetting. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, Agency attempts to allocate 40% of the total amount recommended to projects in northern counties and 60% to projects in southern counties. The percentages vary slightly year to year depending on the pool of applications and competitiveness.

AVAILABLE FUNDING

Funds are available from two appropriations totaling \$6,918,250, including \$6,700,000 from the 2018 appropriation and \$218,250 in unspent dollars from a project awarded with the 2016 appropriation.

CEQA

Notice of Exemptions have been filed for 11 of the 12 projects recommended for funding. A Notice of Determination was filed by the City of Hesperia for the remaining project.

**2018 Funding Cycle
Environmental Enhancement and Mitigation Program**

Projects Recommended For Funding (12)					
Applicant	Project Name	County	Category	N/S	Recommended \$
American River Conservancy	Ervin Ranch Acquisition (1,737 acres) to establish Wildlife Area on the Main Fork of the Cosumnes River	El Dorado	RL	N	\$1,000,000
Redwood Forest Foundation, Inc.	Reist Ranch Conservation Project	Mendocino	RL	N	\$631,650
Truckee Donner Land Trust	Carpenter Ridge Acquisition Project	Nevada	RL	N	\$890,000
Waldo Holt San Joaquin Wildlife Conservancy	Brooks Property Riparian Habitat Acquisition	Sacramento	RL	N	\$115,500
4 Northern Projects (38% Total Funding)					\$2,637,150
Apple Valley, Town of	Apple Valley Urban Forest Renewal and Community Orchard	San Bernardino	UF	S	\$172,967
Hesperia, City of	Ranchero Road Interchange Landscaping Project	San Bernardino	UF	S	\$335,000
Mountains Recreation and Conservation Authority	Carbon Canyon Acquisition Project	Los Angeles	RL	S	\$500,000
Perris, City of	Ramona Expressway Low-Water Median Planning Project	Riverside	UF	S	\$497,759
Santa Clarita, City of	Mather's Mine Acquisition Project	Los Angeles	RL	S	\$500,000
The Trust for Public Land	Hanning Flat Acquisition Project	Kern	RL	S	\$947,703
The Trust for Public Land	Toro Creek Coast Preserve	San Luis Obispo	RL	S	\$1,000,000
Visalia, City of	St. John's Eastside Renewal Project	Tulare	UF	S	\$327,671
8 Southern Projects (62% Total Funding)					\$4,281,100
Total Recommended For Funding					\$6,918,250

Categories:

RL - Resource Lands

UF - Urban Forestry

**2018 Funding Cycle
Environmental Enhancement and Mitigation Program**

Projects Not Recommended For Funding (21)					
Applicant	Project Name	County	Category	N/S	Requested \$
Amigos de los Rios	Bassett School District Community Green Infrastructure Project	Los Angeles	UF	S	\$498,909.00
Arcata, City of	Arcata Community Forest Expansion (Forsyth)	Humboldt	RL	N	\$48,590.00
Big Bear Lake, City of	Stanfield Marsh Outdoor Recreation & Education Division Creek Project	San Bernardino	UF	S	\$499,739.63
Calaveras County	State Route 4 Wagon Trail Realignment Project Phase 1A	Calaveras	RL	N	\$180,000.00
California State Coastal Conservancy	Lindsay Creek Conservation Easement	Humboldt	RL	N	\$750,000.00
Eureka, City of	Elk River Estuary and Tidal Wetlands Enhancement Project	Humboldt	RL	N	\$500,000.00
Lakeside's River Park Conservancy	San Diego River Invasive Control - Lakeside - 10 Acres City of San Diego	San Diego	RL	S	\$463,209.00
Lincoln, City of	Lincoln Boulevard Urban Forestry	Placer	UF	N	\$597,033.00
North East Trees, Inc.	Stocker Corridor Greenway Trail Project	Los Angeles	UF	S	\$500,000.00
Northcoast Regional Land Trust	McCann Forest Conservation Easement	Humboldt	RL	N	\$337,000.00
Palm Springs, City of	Mitigation of Critical Habitat Resulting from East Palm Canyon Drive Bridge Rehabilitation Over the Palm Canyon Wash	Riverside	RL	S	\$600,000.00
Placer Land Trust	Rohrer Property Acquisition	Placer	RL	N	\$160,000.00
Rocky Mountain Elk Foundation, Inc.	Eel River Peninsula Conservation Project - Phase 3	Mendocino	RL	N	\$500,000.00
San Benito Agricultural Land Trust	Nyland Ranch Acquisition Project	San Benito	RL	N	\$500,000.00

Applicant	Project Name	County	Category	N/S	Requested \$
San Mateo, City of	State Route 92/El Camino Real Interchange Landscape Improvements	San Mateo	UF	N	\$500,000.00
Santa Maria, City of	Forestation of Enos Ranch Open Space	Santa Barbara	UF	S	\$232,324.70
Sierra Foothill Conservancy	Bissett Ranch Conservation Easement Acquisition Phase 1	Mariposa	RL	N	\$809,963.50
Siskiyou Land Trust	Bouvier Ranch Conservation Easement	Siskiyou	RL	N	\$780,000.00
Sonoma Land Trust	McCormick Ranch Acquisition Project	Sonoma/Napa	RL	N	\$760,000.00
Trinidad Coastal Land Trust	Strawberry Rock Redwood Forest Easement Acquisition	Humboldt	RL	N	\$600,000.00
Yucaipa, City of	Wilson Creek Park	San Bernardino	UF	S	\$492,250.00

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 2.5c.(9)
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Christine Gordon
Assistant Deputy Director

Subject: **FINANCIAL ALLOCATION FOR CALIFORNIA NATURAL RESOURCES AGENCY
2018 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROJECTS
RESOLUTION FP-18-60**

ISSUE:

Should the California Transportation Commission (Commission) allocate \$6,583,250 for 11 projects included in the California Natural Resources Agency's 2018 Environmental Enhancement and Mitigation (EEM) Program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the financial allocation of \$6,583,250 to fund 11 projects included in the 2018 EEM Program.

BACKGROUND:

The Budget Act of 2018 appropriated \$6,700,000 for the EEM Program. In addition to the current year appropriation, a balance of \$218,250 of available unspent dollars from a project awarded with prior year (2016) appropriations. Therefore, a total of \$6,918,250 is available for the 2018 EEM Program.

Attachment A includes a list of 11 EEM Program projects off the State Highway System totaling \$6,583,250. Each project recommended for funding has provided the Resources Agency evidence of CEQA compliance. The CEQA Lead Agencies have determined that these projects are exempt from CEQA and are requesting an allocation at this time. One project not included will be brought forward for allocation at the May 2019 Commission Meeting.

FINANCIAL RESOLUTION:

Resolved, that \$6,583,250 be allocated for the 11 EEM Program projects identified on the attached list. Funds for this allocation are available from the following sources: \$6,700,000 from the Budget Act of 2018, and \$218,950 of available unspent dollars from a project awarded with prior year (2016) appropriations.

Attachments:

- Attachment A: California Natural Resources Agency Proposed 2018 Environmental Enhancement and Mitigation Program Recommendations

**2018 Funding Cycle
Environmental Enhancement and Mitigation Grant Program**

Projects Recommended For Funding (11)					
Applicant	Project Name	County	Category	N/S	Recommended \$
American River Conservancy	Ervin Ranch Acquisition (1,737 acres) to establish Wildlife Area on the Main Fork of the Cosumnes River	El Dorado	RL	N	\$1,000,000
Redwood Forest Foundation, Inc.	Reist Ranch Conservation Project	Mendocino	RL	N	\$631,650
Truckee Donner Land Trust	Carpenter Ridge Acquisition Project	Nevada	RL	N	\$890,000
Waldo Holt San Joaquin Wildlife Conservancy	Brooks Property Riparian Habitat Acquisition	Sacramento	RL	N	\$115,500
4 Northern Projects (38% Total Funding)					\$2,637,150
Apple Valley, Town of	Apple Valley Urban Forest Renewal and Community Orchard	San Bernardino	UF	S	\$172,967
Mountains Recreation and Conservation Authority	Carbon Canyon Acquisition Project	Los Angeles	RL	S	\$500,000
Perris, City of	Ramona Expressway Low-Water Median Planning Project	Riverside	UF	S	\$497,759
Santa Clarita, City of	Mather's Mine Acquisition Project	Los Angeles	RL	S	\$500,000
The Trust for Public Land	Hanning Flat Acquisition Project	Kern	RL	S	\$947,703
The Trust for Public Land	Toro Creek Coast Preserve	San Luis Obispo	RL	S	\$1,000,000
Visalia, City of	St. John's Eastside Renewal Project	Tulare	UF	S	\$327,671
7 Southern Projects (62% Total Funding)					\$3,946,100
Total Recommended For Funding					\$6,583,250

Categories:

RL - Resource Lands

UF - Urban Forestry

Memorandum

Tab 55

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.14
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM SEMI-ANNUAL REPORT**

SUMMARY:

The California Department of Transportation (Department) is presenting to the California Transportation Commission (Commission) the Semi-Annual Report for the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This report includes an overall program update and a status for all 57 awarded projects from all three funding cycles.

BACKGROUND:

The TIRCP was created by Senate Bill (SB) 862 and modified under SB 9 to continuously appropriate to CalSTA the ability to provide Cap-and-Trade auction proceeds to fund transformative capital improvements that will modernize California's intercity, commuter and urban rail systems, and bus and ferry transit systems. In addition, SB 1 provides a significant funding increase to the program, generating approximately \$1.4 billion over the next 10 years.

To date, CalSTA has awarded over \$5.3 billion in TIRCP funds to 57 projects over the three award cycles (2015, 2016, and 2018). In the most recent award cycle (announced in April 2018), CalSTA awarded \$4.325 billion to 28 recipients.

As a condition of project selection and allocation, implementing agencies are required to submit to the Department reports on activities and progress made towards implementation of their projects. The purpose of this reporting requirement is to ensure that projects achieve the goals and benefits of the program, and that projects are executed in a timely fashion and are within the scope and budget identified at the time of selection.

Attachment



Semi-Annual Report

Transit & Intercity Rail Capital Program

**Semi-Annual Report to the
California Transportation Commission
March 13, 2019**



TABLE OF CONTENTS

PAGE

Section 1

Overall Program Summary.....1

Section 2

Attachment 1 – Program Status by Cycle.....7

**The Transit and Intercity Rail Capital Program (TIRCP)
Semi-Annual Report
July 1, 2018 – February 28, 2019**

Program Purpose and Goals

The Transit and Intercity Rail Capital Program (TIRCP) represents an historic investment in California's future. It is an investment that will create new and improved mobility options for Californians and move us toward our ambitious climate targets while supporting land use and equity goals. The TIRCP Program is one of several programs that have a goal of reduced greenhouse gas emissions and achievement of other benefits. These programs are funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program with proceeds deposited into the Greenhouse Gas Reduction Fund (GGRF), TIRCP also receives significant funding from Senate Bill 1 (Chapter 5, Statutes of 2017).

The TIRCP program is available to public agencies that operate or have planning responsibility for existing or planned intercity or commuter passenger rail service, urban rail transit, bus or ferry service. The TIRCP goals include the reduction of greenhouse gas emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety. Eligible projects include rail and bus capital projects, and operational improvements that result in increased ridership and reduced greenhouse gas emissions. In each award round, projects have been selected with the intention to create an integrated network of local, regional, and statewide services that will enhance the experience for every day users while drawing new riders to rail and transit. Overall, TIRCP projects are forming a coordinated statewide system that will provides frequent, reliable, and seamless mobility options for all Californians and our visitors.

Background of the TIRCP

The TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified under SB 9 (Chapter 710, Statutes of 2015) to continuously appropriate to the California State Transportation Agency (CalSTA) the ability to provide Cap-and-Trade auction proceeds to fund transformative capital improvements that will modernize California's intercity, commuter and urban rail systems, and bus and ferry transit systems. In addition, SB 1 provided a significant funding increase to the Program, generating approximately \$1.4 billion over the next 5 years in addition to the ongoing Cap and Trade funds.

Legislative History:

- Assembly Bill 32 (2006) set greenhouse gas reduction targets and authorized the Cap-and-Trade Program at the Air Resources Board.
- Senate Bill 375 (2008) and Senate Bill 391 (2009) require sustainable communities strategies be included in regional transportation plans and the statewide transportation plan.
- Assembly Bill 3034 (2008) placed Proposition 1A before voters, which provides bond funding to reduce greenhouse gas emissions through rail investments, including the high-speed rail project.
- Senate Bill 535 (2011) requires that programs funded from the Greenhouse Gas Reduction Fund result in benefits to disadvantaged communities. The Transit and Intercity Rail Capital Program targets at least 25 percent of program expenditures to benefit disadvantaged communities.
- Senate Bill 9 (2015) provided funding for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems and bus and ferry transit systems. SB9 required CalSTA to adopt a multi-year program of projects and the California Transportation Commission (Commission) to allocate funding to eligible applicants pursuant to the program of projects.
- Senate Bill 1 (2017) provided a funding increase to the TIRCP program, generating approximately \$1.4 billion over a 10-year period that will fund projects in conjunction with Cap and Trade funds. Additionally, SB1 allows the TIRCP program to provide multi-year funding for projects.

TIRCP Cycle 1 (2015) and Cycle 2 (2016) are fully funded through the Cap and Trade Program's auction proceeds and the Greenhouse Gas Reduction Fund (GGRF). The Cap-and-Trade Program is one of many programs developed under Assembly Bill 32 to fight climate change. It is designed to reduce greenhouse gases from the largest sources of emission in California, and to drive innovation and steer the State toward a clean energy economy.

Beginning in 2018 with Cycle 3 and pursuant to Senate Bill 9, CalSTA was required to develop a five-year program of projects starting with the 2018-19 fiscal year and ending with the 2022-23 fiscal year. Funding for the five-year cycle was significantly increased due to legislation passed in 2017. First, Senate Bill 1 (Chapter 5) provided a historic funding increase for transportation with an estimated \$1.4 billion directed to the Transit and Intercity Rail Capital Program from the Public Transportation Account for new programming in Cycle 3. Second, Assembly Bill 398 (Chapter 135) extended the Cap and Trade Program from 2020 through 2030 thereby providing an estimated \$1 billion in Greenhouse Gas Reduction Funds to this program during the programming period of 2018-19 through the 2022-2023 fiscal year. For Cycle 3 all awarded projects are receiving a combination of approximately 45% GGRF and 55% SB1 funding.

With the 2020 TIRCP Cycle 4, two additional years will be added to the ongoing five-year program, approved by April 1 of each even-numbered year thereafter.

Allocation Process

Under TIRCP, the Commission approves all allocation requests. The California Department of Transportation (Caltrans) submits and recommends to the Commission approval of allocation requests based on project readiness, availability of funds, and determination of committed funding. For construction allocations, Caltrans certifies that all pre-construction activities are complete and ensures projects are ready to award third-party construction contracts within six months of allocation approval. Under the TIRCP guidelines, projects that can not award a construction contract within the deadline are permitted to request time extensions only if CalSTA and Caltrans deem the circumstances for the delay to be unforeseen and extraordinary.

Summary of Cycle 1

In fiscal years 2014-15 and 2015-16, TIRCP awarded 14 projects for a total of \$224 million through a competitive process. In the 2015 award cycle, the Transit and Intercity Rail Capital Program included \$25 million of 2014-15 funds, as well as 10 percent of annual state Cap-and-Trade auction proceeds from the Greenhouse Gas Reduction Fund. The program adopted a program of projects that covered two years in funding for fund both transit and rail investments, including demonstration projects.

The 14 selected projects support approximately \$720 million in public transportation investments and reduce an estimated 860,000 metric tons of carbon dioxide (MTCO₂e), the equivalent to taking 180,000 cars off the road. These awards fund 16 new light rail vehicles, 7 refurbished light rail vehicles, 4 passenger rail cars, 9 Tier IV locomotives, 20 compressed natural gas buses and 41 zero emission electric buses.

Summary of Cycle 2

In fiscal years 2016-17 and 2017-18, TIRCP awarded 14 projects for a total of \$391 million through a competitive process from the 41 applications received. Additionally, SB 132 as part of the 2016 budget, directed \$400M be used for the extension of the Altamont Corridor Express to Ceres and Merced with appropriation authority through the Transit and Intercity Rail Capital Program. The SB132 funds are being tracked with the Cycle 2 awards. The selected projects, valued at more than \$3.8 billion, reduce 4,129,500 MTCO₂e and 13 of the projects directly benefit disadvantaged communities. In the 2016 cycle, the program adopted a multi-year program of projects covering 2016-17 and 2017-18.

Summary of Cycle 3

For fiscal years 18-19 through fiscal years 22-23, TIRCP awarded funds to 28 projects that were selected from 47 applications. The cycle 3 awards total over \$2.6 billion dollars for the initial five-year program and \$1.675 billion of additional funding is made available to seven of the selected recipients through multi-year funding agreements. The Cycle 3 projects have a total construction value of over \$19 billion, reduce 31,942,000 MTCO₂e and 26 of the projects are located within priority populations, contributing direct, meaningful and assured benefits to disadvantaged communities, low-income communities or low-income households.

Program Status

To date, CalSTA has awarded over \$5.3 billion in TIRCP funds to 57 projects for the three award cycles (2015, 2016, and 2018). A summary of the award cycles is provided in the following table.

Summary of Awards

	Cycle 1¹ (2015)	Cycle 2² (2016)	Cycle 3³ (2018)	Total
Number of Awarded Projects	14	15	28	57
Award Amount	\$224.3	\$790.9	\$4,325.0	\$5,340.0
Amount Allocated	\$224.3	\$217.3	\$331.5	\$773.1
Percent Allocated	100%	27.5%	7.7%	14.5%
Expended Amount	\$84.3	\$78.9	\$0	\$161.1
Expended Percent	37.6%	36.3%	0%	21.1%
Completed Projects	5	0	0	5

(\$ x million)

Program Status Attachment

Attachment 1 provides a snapshot of all TIRCP projects awarded for Cycles 1, 2, and 3. Five projects in Cycle 1 have been completed, with two additional projects over 75% reimbursed. One third of projects in Cycle 2 have received reimbursements for work underway. In Cycle 3, 21 projects have received allocation. Attachment 1 provides name, description and financial status of the projects as of February 28, 2018.

Accountability

This report represents the first submittal of the TIRCP's program status and represents another element of Caltrans commitment to transparency and accountability. Future report submittals will be presented to the Commission semi-annually, consistent with other program reports. This document is intended to provide the Commission with meaningful and useful information on the Transit and Intercity Rail Capital Program.

¹ Cycle 1, 2-year cycle; GGRF funding only

² Cycle 2, 2-year cycle; GGRF and SB 132 funding (\$400m)

³ Cycle 3, 5-year cycle; includes GGRF and SB-1 funding.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
Cycle #1										
2015	1	Antelope Valley Transit Authority	Regional Transit Interconnectivity & Environmental Sustainability	Purchase of 29 zero-emission electric buses for bus rapid transit route and long-distance commuter routes.	\$24,403,000	\$24,403,000 10/22/2015	\$0	\$6,374,547	26.1%	2020
Status: 10 of the 13 60-foot buses have been received. Of the remaining three buses, two are scheduled to be delivered in 6-8 weeks, with the last articulated bus being outfitted with charging equipment and be delivered in 8-10 weeks. The 45-foot commuter buses are due to be delivered between June and November 2019. All onsite charging infrastructure has been completed. The charging infrastructure at Sgt. Steve Owen Memorial Park has been completed and tested and is fully operational. The charging infrastructure at Palmdale Transportation Center has been completed and tested, and full operations will be ready next week.										
2015	2	Capitol Corridor Joint Powers Authority	Capitol Corridor Travel Time Reduction	Track and curve improvements along designated portions of Union Pacific Railroad track between San Jose and Benicia. The project will reduce travel time in the corridor by at least 10 minutes on the Capitol Corridor and 7 minutes on the Altamont Corridor Express (ACE).	\$4,620,000	\$4,620,000 05/19/2016	\$0	\$4,620,000	100%	Complete
Status: All construction work has been completed. Coordination with Union Pacific Railroad for travel time adjustment has been completed with trains running at higher speed. New train schedules that reflect the travel time savings achieved (and offset by Positive Train Control travel time increases) will be produced in May 2019.										
2015	3	Los Angeles County Metropolitan Transportation Authority	Willowbrook / Rosa Parks Station and Blue Line Light Rail Improvements	Blue line station and infrastructure improvements, including signal and crossover upgrades.	\$38,494,000	\$38,494,000 06/30/2016	\$0	\$12,568,283	32.6%	2020

Status: Construction is underway.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2015	4	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Pacific Surfliner Transit Transfer Program	Collaborative effort among LOSSAN and 12 transit agencies to demonstrate the ability to increase use of transit for access to and from intercity rail service by providing free or discounted transfers.	\$1,675,000	\$1,675,000 12/10/2015	\$0	\$79,432	4.7%	2019
Status: The Transit Transfer program has been successfully rolled out to all connecting transit agencies. Program is nearing completion, with plans to add electronic transit transfer capabilities to LA Metro in the final phase of program delivery. The program will continue through the LOSSAN operating budget once TIRCP funds are exhausted.										
2015	5	Monterey – Salinas Transit	Monterey Bay Operational & Maintenance Facility/Salinas Transit Service	Renovation and expansion of 37-year old Monterey maintenance facility to accommodate additional buses and reduced non-revenue “deadhead” trips.	\$10,000,000	\$10,000,000 05/19/2016	\$0	\$10,000,000	100%	Complete
Status: The project is complete and operational. The final inspection is complete, and project will be closed-out in March 2019.										
2015	6	Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	Purchase of five 40-foot Compressed Natural Gas buses to launch second rapid bus route linking the Santa Ana Regional Transportation Center (serving Metrolink and Amtrak) with Long Beach.	\$2,320,000	\$2,320,000 10/22/2015	\$0	\$2,320,000	100%	Complete

Status: The project was complete and operational as of January 2018. The final inspection and close-out have been performed.

2015	7	Sacramento Regional Transit District	Refurbishment of Seven Light Rail Vehicles	Refurbishment of 7 vehicles acquired from Santa Clara Valley Transportation Authority to support 15-minute peak hour service on Blue and Gold Lines.	\$6,427,000	\$6,427,000 08/27/2015	\$0	\$6,113,107	95.1%	2019
------	---	--------------------------------------	--	--	-------------	--	-----	-------------	-------	------

Status: The project is 97 percent complete. Anticipated completion by June 2019.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2015	8	San Diego Association of Governments	South Bay Bus Rapid Transit	Construct the remaining 11-mile segment of route 21 that will operate between Downtown San Diego and Otay Mesa International Border Crossing via eastern Chula Vista. Includes the purchase of 15, 60-foot, low-floor articulated CNG buses.	\$4,000,000	\$4,000,000 08/27/2015	\$0	\$4,000,000	100%	Complete

Status: The project is almost complete, as the last segment is still under construction. However, the bus service is operating the entire route and traveling through a construction zone until that last segment is completed in late 2019.

2015	9	San Diego Metropolitan Transit System	Trolley Capacity Improvements	Design and construction of new terminal station for the Orange Line at the new San Diego Superior Court building, including the acquisition of 8 new light rail vehicles for the new Blue and Orange Lines.	\$31,936,000	\$31,936,000 01/21/2016	\$0	\$31,936,000	100%	2019
------	---	---------------------------------------	-------------------------------	---	--------------	---	-----	--------------	------	------

Status: The Court House station is complete and operational as of February 2018. All light rail vehicles will be delivered and conditional accepted and in service by May 2019.										
2015	10	San Francisco Municipal Transportation Agency	Expanding the SFMTA Light Rail Vehicle Fleet	Purchase eight zero-emission light rail vehicles to support fleet expansion.	\$41,181,000	\$41,181,000 12/10/2015	\$0	\$0	0%	2020
Status: All eight light rail vehicles have been delivered and are operational. Final invoice received and pending payment.										
2015	11	San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	Installation of wayside power sources at ACE's new Regional Maintenance Facility in Stockton.	\$200,000	\$200,000 08/17/2017	\$0	\$200,000	100%	Complete
Status: The project is complete, and the award is fully expended.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2015	12	San Joaquin Regional Transit District	BRT Expansion: MLK Corridor and Crosstown Miner Corridor	Construction of bus rapid transit infrastructure along the MLK corridor and Crosstown Miner Corridor, including the acquisition of 12 new zero-emission electric vehicles	\$6,481,000	\$6,481,000 03/16/2016	\$0	\$5,460,885	79.8%	2019
Status: Construction is complete. Both corridors are operational using the zero-emission electric vehicles.										
2015	13	Southern California Regional Rail Authority	Purchase of Nine Fuel-Efficient Tier IV EMD F-125 Locomotives for Metrolink Commuter Rail Service	Purchase of nine Tier IV locomotives to support expanded service.	\$41,181,000	\$41,181,000 08/27/2015	\$0	\$0	0%	2020

Status: Locomotives are part of a 40-locomotive delivery. The delivery has been slower than planned and the rollout in revenue service is taking longer than planned. Full delivery of these nine locomotives expected in 2022. SCRRA will seek reimbursement upon delivery of locomotives.										
2015	14	Sonoma-Marín Area Rail Transit District	SMART Rail Car Capacity	Purchase of four rail cars to support additional passenger capacity.	\$11,000,000	\$11,000,000 03/17/2016	\$0	\$550,000	5.0%	2021
Status: Railcars have been received and have entered the testing period. Railcars are expected to enter revenue service later in 2019.										
TOTAL – Cycle 1					\$224,300,000	\$224,300,000	\$84,300,000	\$84,222,254	37%	-----
Cycle #2										
2016	1	Antelope Valley Air Quality Management District	Zero Emission Bus & Vanpool Expansion in the Antelope Valley, Kern County and the Coachella Valley	Acquisition of 15 zero-emission buses and 10 zero-emission vanpool vehicles to expand service for three agency consortia (AVTA, Kern Regional Transit, SunLine Transit)	\$8,930,000	\$8,930,000 01/19/2017	\$0	\$0	0%	2020
Status: Recipient has received five replacement buses and is expecting the delivery of the five remaining expansion and one replacement bus for Kern Regional Transit. SunLine Transit has received two of the four replacement buses and is in the process of accepting the delivered buses prior to putting them in service. The two remaining buses are pending delivery.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2016	2	Capitol Corridor Joint Powers Authority	Increased Rail Service to Roseville, Service Optimization, Standby Power	Construct track and facility improvements for three Amtrak daily round trips between Sacramento and Roseville.	\$8,999,000	\$3,446,000 03/16/2017	\$5,553,999	\$50,026	1.5%	2020
Status: Recipient is currently working toward completing the design phase of the Sacramento to Roseville component. Expected to request construction funding in FY 2020-21.										
2016	3	Foothill Transit	Transforming California: Bus Electrification, Service Expansion & Rail Integration	Acquisition of 20 zero-emission buses to extend Route 486 to the Pomona Metrolink station.	\$5,000,000	\$0 Pending	\$5,000,000	\$0	0%	2022

Status: The recipient is currently conducting a study with a consultant to determine the most appropriate locations for charging stations prior to requesting an allocation of funds and entering into a vehicle procurement contract. The study will be completed by June 2019.

2016	4	City of Fresno	Fresno Metropolitan Rapid Transit & Rail	Construct and purchase customer focused corridor enhancements to increase ridership on Fresno's new bus rapid transit and high frequency routes.	\$8,000,000	\$4,083,000 12/07/2016	\$3,917,000	\$2,856,157	70.0%	2020
------	---	----------------	--	--	-------------	---	-------------	-------------	-------	------

Status: The modernized fare payment component is complete and operational. The BRT route on which the modernized fare payment system was installed has entered revenue service. The bus stop improvements for Shaw and Cedar Avenue corridor is pending right of way acquisition, remaining allocation is expected in FY 2019-20.

2016	5	Los Angeles County Metropolitan Transportation Authority	Airport Metro Connector 96 th Street Station/Metro Green Line Extension to LAX	Construct new transit station that links Los Angeles International Airport's new people mover to the Metro Green & Crenshaw Lines & bus service.	\$40,000,000	\$0 Pending	\$40,000,000	\$0	0%	2024
------	---	--	---	--	--------------	--------------------------------	--------------	-----	----	------

Status: This will be a major infill station on the Crenshaw/LAX line that is expected to enter operation by mid-2020. Design of the infill station has been advanced by LA Metro with its own funds. Request for allocation for construction is expected in FY2019-20.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2016	6	Los Angeles County Metropolitan Transportation Authority	Metro Red & Purple Line Capacity Improvements	Construct LA Union Station improvements to allow Red and Purple Subway lines to offer more frequent service.	\$69,209,000	\$5,009,000 01/19/2017	\$64,200,000	\$1,119,881	22.4%	2024

Status: Allocations for environmental and design work have been made; and there are no delays to report. Projected allocation and construction start in FY 2019-20.

2016	7	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	All Aboard: Transforming Southern California Rail Travel	Construct track improvements to allow faster and more frequent service on Amtrak, Metrolink and Coaster.	\$82,000,000	\$67,000,000 03/16/2017	\$15,000,000	\$45,731,846	68.3%	2021
------	---	---	--	--	--------------	--	--------------	--------------	-------	------

Status: All allocated components are underway and are expected to be complete within the initial project schedule.										
2016	8	Orange County Transportation Authority	OC Streetcar & System-Wide Mobile Ticketing	Construct OC Streetcar project connecting Santa Ana and Garden Grove with zero-emission service and system-wide mobile ticketing investments.	\$28,000,000	\$28,000,000 10/20/2016	\$0	\$0	0%	2022
Status: The mobile ticketing component is operational as of February 2018, and the OC Streetcar was awarded its federal grant in November 2018. The third-party construction contract was also awarded in November 2018, and construction has commenced. Awaiting initial invoices from OCTA.										
2016	9	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification	Acquisition of new electric trainsets to provide more frequent and faster service once the Peninsula Corridor Electrification Project is complete.	\$20,000,000	\$20,000,000 06/29/2017	\$0	\$7,261,080	36.3%	2023
Status: The acquisition of the Electric Multiple Unit trains is on track with no delays to report.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2016	10	Sacramento Regional Transit District	Downtown / Riverfront Sacramento – West Sacramento Streetcar	Construct new streetcar line linking Sacramento and West Sacramento providing new-zero emission service.	\$30,000,000	\$0 Pending	\$30,000,000	\$0	0%	2020
Status: As a condition of the TIRCP award the project requires approval of a Federal Small Starts Grant. Allocation request is pending approval of the federal grant.										
2016	11	San Bernardino County Transportation Authority	Redlands Passenger Rail Car	Construct new rail system that connect the University of Redlands and downtown San Bernardino with fast, frequent service.	\$9,204,000	\$9,204,000 10/18/2018	\$0	\$0	0%	2022

Status: The Commission recently allocated the full awarded amount. Third party construction contract award and start of construction is expected by July 2019.										
2016	12	San Francisco Municipal Transportation Agency	Light Rail Modernization & Expansion Program	Acquisition of 10 expansion light-rail vehicles for more capacity and improved service.	\$45,092,000	\$45,092,000 05/17/2017	\$0	\$0	0%	2020
Status: All ten rail vehicles have been delivered and are operational.										
2016	13	San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program	Lengthen platforms and acquire one Tier IV locomotive to allow busiest train to add seating capacity.	\$16,459,000	\$8,000,000 08/17/2017	\$8,459,000	\$5,482,958	68.5%	2021
Status: The locomotive contract was awarded in April 2018. Grantee anticipates receiving the first of four locomotives in December 2019. Platform extension design for five stations is underway. Final construction allocation request expected in FY 2019/20.										
2016	14	Santa Clara Valley Transportation Authority	BART Silicon Valley Phase II Extension	Procurement of BART vehicles as part of the BART to San Jose Extension.	\$20,000,000	\$0 Pending	\$20,000,000	\$0	0%	2027
Status: This is pending allocation which is expected in FY 2021-22. Approval of a Letter of No Prejudice that included the \$20 million awarded in 2016 was made at the October 2018 Commission meeting. An allocation request is pending a federal grant agreement.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2016	15	San Joaquin Regional Rail Commission	ACE Merced Extension (SB132)	ACE Extension Lathrop to Merced and related systems	\$400,000,000	\$18,550,768 SB 132	\$381,449,232	\$16,424,723	88.5%	2023
Status: In August 2018, the SJRRB Board of Commissioners certified the Final Environmental Impact Report (EIR) for the ACE Extension Lathrop to Ceres/Merced Project and adopted a Statement of Overriding Considerations for the Project. At the October CTC meeting, the Final EIR and Statement of Overriding Considerations was accepted by the Commission. Work also began on environmental assessments for the Valley Rail Program for the ACE Extension to Sacramento.										
TOTAL – Cycle #2					\$790,893,000	\$217,314,000	\$573,593,000	\$78,926,671	36.3%	-----

Cycle #3

2018	1	Alameda Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow & Clean Corridors Plan	Acquisition of 45 zero-emission buses to support the Transbay Tomorrow and Clean Corridors project, primarily on the MacArthur-Grand corridor. Includes funding for Network Integration opportunities.	\$14,000,000	\$500,000 10/18/2018	\$13,500,000	\$0	0%	2021
------	---	---------------------------------------	--	--	--------------	--	--------------	-----	----	------

Status: Partial allocation was made for Network Integration. The projected allocation of vehicle procurement is in FY 2019-20.

2018	2	Anaheim Transportation Network	#Electrify Anaheim: Changing the Transit Paradigm in S. California	Acquisition of 40 zero-emission electric buses and 10 micro-cruisers, including supporting infrastructure.	\$28,617,000	\$23,659,000 08/16/2018	\$4,958,000	\$0	0%	2021
------	---	--------------------------------	--	--	--------------	---	-------------	-----	----	------

Status: All 10 of the LSV micro-transit vehicles have been procured and they were placed into service on January 24, 2019. The service has been well received and ridership has steadily increased each week since in service. The purchase order for the electric buses has been approved by our board of directors and we will be placed in March 2019. The electric bus maintenance facility is still projected to be allocated in FY 2019-20.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	3	Antelope Valley Transit Authority and Long Beach Transit	From the Desert to the Sea: AVTA and LBT Transit Zero Emission Bus Initiative	Purchase of 12 zero-emission battery electric buses and related infrastructure to support enhance service. Includes funding for Network Integration opportunities.	\$13,156,000	\$11,200,000 10/18/2018	\$1,200,000	\$0	0%	2020

Status: Partial allocations have been made for vehicle procurement, supporting infrastructure and Network Integration activities. The vehicle purchase order is expected by April 2019. Projected allocation for final facilities projected in FY 2019-20.										
2018	4	Bay Area Rapid Transit District	Transbay Corridor Core Capacity Program	Acquisition of 272 new rail vehicles and communication-based train control systems to allow for increase service frequency.	\$318,600,000	\$0 Pending	\$318,600,000	\$0	0%	2029
Status: First partial allocation projected in FY 2019-20. The project is pending approval of a Full Funding Grant Agreement.										
2018	5	Capitol Corridor Joint Powers Authority	The Northern California Corridor Enhancement Program	Realignment of Oakland to San Jose corridor to reduce travel time and initial funding for the state's Integrated Travel Program. Includes funding for Network Integration opportunities.	\$80,340,000	\$11,200,000 12/06/2018	\$69,140,000	\$0	0%	2023
Status: Consultant selections have been made for all allocated components.										
2018	6	City of Fresno	Southwest Fresno Community Connector	Purchase of six zero-emission battery electric buses including construction of charging infrastructure.	\$7,798,000	\$0 Pending	\$7,798,000	\$0	0%	2020
Status: The allocation for design of supporting infrastructure is projected in FY 2019-20.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date

2018	7	City of Los Angeles	Los Angeles City: Leading the Transformation to Zero-Emission Electric Bus Transit Service	Procurement of 112 zero-emission buses and supporting infrastructure to allow increase service frequency. Includes funding for Network Integration opportunities.	\$36,104,000	\$36,104,000 08/16/2018	\$0	\$0	0%	2020
Status: Vehicle procurement contract expected by July 2019.										
2018	8	City of Santa Monica	Electric Blue: Electrification of City of Santa Monica's Big Blue Bus	Purchase 10 zero-emission battery electric vehicles and supporting infrastructure to allow for new express service.	\$3,050,000	\$0 Pending	\$3,050,000	\$0	0%	2021
Status: Projected allocation in Fiscal year 2018-19.										
2018	9	Livermore Amador Valley Transit Authority	Dublin / Pleasanton Capacity Improvement & Congestion Reduction Program	Construction of a new multi-level parking structure to accommodate increased BART ridership demand. Includes funding for Network Integration opportunities.	\$20,500,000	\$500,000 12/16/2018	\$20,000,000	\$0	0%	2020

Status: Allocation has been made for Network Integration. Recipient is awaiting completion of environmental work prior to requesting funds for design.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	10	Los Angeles County Metropolitan Transportation Authority	Los Angeles Region Transit System Integration & Modernization Program of Porjects	Capital improvements that will broaden and modernize transit connectivity in Los Angeles County and the region through investments in the Gold Line Foothill Light Rail Transit Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Branch Light Rail Transit Corridor, Green Line Light Rail Extension to Torrance and Orange/red Line to Gold Line Bus Rapid Transit Connector.	\$1,088,499,000	\$7,000,000 12/6/2018	\$1,081,499,000	\$0	0%	2029

Status: Letter of No Prejudice for the Gold Line Foothill Light Rail Transit Extension to Montclair project was approved in August 2018.										
2018	11	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	All Aboard 2018: Transforming SoCal Rail Travel	Investments for Pacific Surfliner and Coaster through signal optimization, robust capital maintenance, right of way fencing and a study of San Diego maintenance/layover facility relocation opportunities. Funding included for Network Integration efforts.	\$40,412,000	\$2,558,000 10/18/2018	\$37,854,000	\$0	0%	2024
Status: On-time performance program contract has been approved by LOSSAN and NCTD boards and is scheduled for initial fiscal outlays in FY 2018-19.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	12	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)	Building Up: LOSSAN North Improvement Program	Investments that increase Pacific Surfliner service to Santa Barbara, including signaling and switch upgrades, siding and station improvements.	\$147,930,000	\$8,284,000 10/18/2018	\$139,646,000	\$0	0%	2022
Status: Full allocations have been made for the Centralized Traffic Control and Upgrade of Non-Powered Switches components in Santa Barbara and San Luis Obispo counties. Partial allocation has been made for the Union Pacific Capitalized Track Access Incentives component.										
2018	13	Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Expansion	Lengthening of station platforms to accommodate longer trains and improvements to wayside bicycle facilities and onboard Wi-Fi expansion. Funding included for Network Integration opportunities.	\$164,522,000	\$37,000,000 08/16/2018	\$127,522,000	\$0	0%	2025

Status: Allocations have been made for supporting infrastructure, vehicle procurement and Network Integration. An additional allocation of remaining program funds for vehicle procurement and supporting infrastructure is expected in FY 2020-21.										
2018	14	Sacramento Regional Transit District	Accelerating Rail Modernization & Expansion in the Capital Region	Acquisition of new low-floor rail vehicles and platform conversion. Includes funding for Network Integration opportunities.	\$64,350,000	\$0 Pending	\$64,350,000	\$0	0%	2026
Status: Projected allocation for Network Integration in FY 2018-19. Allocation for vehicle acquisition and construction project for FY 2019-20.										
2018	15	San Bernardino County Transportation Authority	Diesel Multiple Unit Vehicle to Zero-or-Low Emission Vehicle Conversion & West Valley Connector Bus Rapid Transit	Pilot effort to develop a Zero Emission Multiple Unit train set, and conversion of Diesel Multiple Unit rail vehicles.	\$30,000,000	\$17,000,000 08/16/2018	\$13,000,000	\$0	0%	2023
Status: Partial allocations have been made for vehicle procurement, and design of supporting infrastructure. The vehicle procurement contract is expected by February 2019.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	16	San Diego Association of Governments	Ride Between the Line: Enhancing Access to Transit in San Diego	Construction of multi-modal ADA compliant transit islands, including rapid boarding stations, along 2.3 miles of University Avenue in the city of San Diego.	\$5,763,000	\$0 Pending	\$5,763,000	\$0	0%	2021
Status: Projected allocation in FY 2019-20.										
2018	17	San Diego Metropolitan Transit System	Blue Line Rail Corridor Transit Enhancements	Acquisition of 11 zero-emission electric buses, including enhancements to station and rail infrastructure. Funding included for Network Integration opportunities.	\$40,098,000	\$250,000 01/31/2019	\$39,848,000	\$0	0%	2021

Status: Partial allocation has been made for design of the Blue Line Improvements, including the allocation for Network Integration.										
2018	18	San Francisco Municipal Transportation Agency	Transit Capacity Expansion Program	Procurement of an additional eight zero-emission expansion light rail vehicles.	\$26,867,000	\$26,867,000 08/16/2018	\$0	\$0	0%	2020
Status: All eight vehicles have been delivered and are being commissioned for service. All 68 vehicles associated with the SFMTA's LRV fleet expansion are anticipated to be in service by summer 2019.										
2018	19	San Joaquin Joint Powers Authority and San Joaquin Regional Rail Commission	Valley Rail	Integrated expansion of intercity and commuter rail service between Ceres, Modesto, Stockton and Sacramento, including construction of new stations. Project includes bus procurement of zero emission vehicle, and acquisition of rail rolling stock. Includes funding for Network Integration opportunities.	\$500,500,000	\$14,325,000 10/18/2018	\$486,175,000	\$0	0%	2023
Status: Allocations have been made for environmental clearance, station design and Network Integration activities. The award of a contract for Network Integration is expected by April 2019.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	20	San Mateo County Transit District	SamTrans Express Bus Pilot	Includes the use of 37 new zero-emission electric buses for limited-stop express bus routes along US 101 in San Mateo, Santa Clara, and San Francisco counties.	\$15,000,000	\$0 Pending	\$15,000,000	\$0	0%	2022
Status: Projected allocation in FY 2018-19.										
2018	21	Santa Barbara County Association of Governments	Coastal Express/Pacific Surfliner Peak Hour Service Expansion & Integration	Acquisition of five zero-emission over-the-road electric buses including development of layover facilities for future vehicle expansion.	\$9,600,000	\$300,000 10/18/2018	\$9,300,000	\$0	0%	2021

Status: Partial allocation has been made for design for facility improvements.										
2018	22	Santa Barbara County Association of Governments	Goleta Train Depot	Construction of a modern, multi-modal train station including a zero- emission shuttle bus to serve UC Santa Barbara. Funding included for Network Integration opportunities.	\$13,009,000	\$840,000 10/18/2018	\$12,169,000	\$0	0%	2023
Status: Partial allocation has been made for environmental assessment and Network Integration activities.										
2018	23	Santa Clara Valley Transportation Authority	VRTA's BART Silicon Valley Extension Phase II	Extension of BART into downtown San Jose and out to Santa Clara including construction of 4 new stations. Project includes installation of communications- based train control system on the Santa Clara County segment.	\$730,000,000	\$0 Pending	\$730,000,000	\$0	0%	2027
Status: Approval of Letter of No Prejudice has been made to include all funds programmed within the five-year period as reflected in the 2018 Allocation Plan.										
Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
2018	24	Shasta Regional Transportation Agency	North State Intercity Bus System	Procurement of seven battery-electric over-the-road coaches and supporting infrastructure for new service between North State and Sacramento.	\$8,641,000	\$8,641,000 10/18/2018	\$0	\$0	0%	2021

Status: Battery Electric Vehicle Procurement for Salmon Runner and North Valley Feeder RFP was released in January 2019.

2018	25	Solano Transportation Authority	Solano Regional Transit Improvements	Acquisition of 13 electric coaches including supporting charging infrastructure, construction of three new bus stops and various operational improvements which will result in time savings, improved reliability, and service to new markets.	\$10,788,000	\$6,125,000 10/18/2018	\$4,663,000	\$0	0%	2023
------	----	---------------------------------	--------------------------------------	--	--------------	--	-------------	-----	----	------

Status: Partial allocation has been made for capital improvements. A vehicle procurement contract is expected by April 2019.

2018	26	Sonoma-Marín Area Rail Transit District	SMART Larkspur to Windsor Corridor	Completion of the Larkspur and Windsor extensions. Funding included for Network Integration opportunities.	\$21,000,000	\$21,000,000 08/16/2018	\$0	\$0	0%	2021
------	----	---	------------------------------------	--	--------------	---	-----	-----	----	------

Status: The project is fully allocated, including Network Integration. A construction contract award was executed in October 2018. Signal and PTC work for the Larkspur and Windsor extensions is underway. Network Integration is underway.

2018	27	Southern California Regional Rail Authority Southern California Optimized Rail Expansion (SCORE)	Significant investments that deliver 30-minute bi-directional service on multiple Metrolink corridors and at LA Union Station. Includes funding for Network Integration opportunities.	\$875,708,000	\$97,706,000 08/16/2018	\$778,002,000	\$0	0%	2026
------	----	---	--	---------------	---	---------------	-----	----	------

Status: A partial allocation of \$97.7M for various components, including funds for environmental work for Wave 1 and 2, Link US and Network Integration for SCORE has been made.

Award Year	Project Number	Agency	Project Title	Project Description	Award Amount	Allocation Amount and Allocation Date	Award Balance	Expended Amount	Expended Percentage	Expected Completion Date
------------	----------------	--------	---------------	---------------------	--------------	---------------------------------------	---------------	-----------------	---------------------	--------------------------

2018	28	Transportation Agency for Monterey County	Rail Extension to Monterey County	Implementation of positive train control along the Salinas-Gilroy corridor, including two-train layover facility, to introduce two daily round-trip trains from Salinas to the Bay Area. Funding includes Network Integration opportunities.	\$10,148,000	\$500,000 10/18/2018	\$9,648,000	\$0	0%	2021
Status: An allocation has been made for Network Integration activities. Award of contract is expected by April 2019.										
TOTAL – Cycle #3					\$4,325,000,000	\$331,500,000	\$3,993,500,000	\$0	\$0	-----
TOTAL – All Cycles					\$5,340,171,000	\$773,100,000	\$4,567,071,000	\$163,148,000	21.1%	-----

3.14

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

*THE MEETING MATERIALS FOR THIS ITEM
WILL BE PROVIDED TO THE
CALIFORNIA TRANSPORTATION COMMISSION
PRIOR TO THE MEETING ON MARCH 13-14, 2019*



FY 2018-19 Second Quarter Report

Intercity Rail Improvement Program

Quarterly Report to the California Transportation Commission



SUMMARY

This report is for the second quarter of Fiscal Year (FY) 2018-19 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 27 projects. To date California Transportation Commission (CTC) has allocated a total of \$336,645,000 in funding to 24 projects; 7 projects totaling \$180,426,000 are currently in construction, 17 projects totaling \$156,219,000 are completed with \$155,494,905 in expenditures. A unprogrammed total amount of \$1,624,000 in savings and \$8,000,000 for administration, while 3 projects totaling \$49,731,000 remain unallocated.

BACKGROUND

Proposition 1B was passed by California voters on November 7, 2006, and provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives. This \$400 million program is part of the \$4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

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.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
UNALLOCATED PROJECTS

(NUMBERS IN THOUSANDS)

- ☒ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	END PHASE	END CLOSEOUT	PROGRAMMED	SCOPE	BUDGET	SCHEDULE
4.2	PS	LACMTA	Raymer to Bernson Double Track	CON	9/1/2020	2/29/2024	12/31/2024	\$12,980	<input checked="" type="checkbox"/>	◆	<input checked="" type="checkbox"/>
9.2	PS	Caltrans, UPRR	Seacliff Siding	CON	10/01/2020	12/31/2023	09/01/2024	\$20,526	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
21.2	CC	CCJPA	Sacramento to Roseville 3 rd Track	CON	*03/01/2021	09/01/2022	03/01/2023	\$16,225	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆

CC Capitol Corridor
 PS Pacific Surfliner
 SJ San Joaquin

TOTAL \$49,731

*Allocation date change, see Action Plan.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
ALLOCATED PROJECTS
(NUMBERS IN THOUSANDS)

☒ No Known Scope, Budget, or Schedule Impact
☒ **Known Scope, Budget, or Schedule Impact**
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	END PHASE	% COMPLETE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Caltrans	¹ Railcars	CON	12/2011	12/2025	15%	03/2025	\$28,808	\$28,808	\$0	<input checked="" type="checkbox"/>	◆	<input checked="" type="checkbox"/>
1.2	CC, PS, SJ	Caltrans	¹ Procurement of Locomotives	CON	12/2011	03/2021	98%	03/2021	\$2,208	\$2,208	\$384	<input checked="" type="checkbox"/>	◆	<input checked="" type="checkbox"/>
1.3	CC, PS, SJ	Caltrans	¹ Procurement of Option Locomotives	CON	12/2014	03/2021	85%	03/2021	\$113,984	\$113,984	\$79,912	<input checked="" type="checkbox"/>	◆	<input checked="" type="checkbox"/>
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	07/2019	52%	11/2020	\$30,500	\$30,500	\$11,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	CC	CCJPA	Wayside Power and Storage	CON	05/2016	05/2019	91%	11/2019	\$900	\$900	\$796	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	06/2019	38%	12/2019	\$1,000	\$1,000	\$7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
20	PS	North County Transit District	² Left Hand Turnout Project	CON	03/2017	03/2019	95%	06/2019	\$1,000	\$1,000	\$1,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
21.1	CC	CCJPA	³ Sacramento to Roseville third track phase 1	PS&E ROW	06/2017	12/2020	2%	12/2020	\$1,939 \$87	\$1,939 \$87	\$89 \$0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

CC Capitol Corridor
 PS Pacific Surfliner
 SJ San Joaquin

TOTALS \$180,426 \$180,426 \$93,188

1 – There are two separate resolutions added together for reporting purposes, the programmed and allocated amount still equal the amount of the approved resolutions 150 million. Change in project numbers are reflected above and on 1.4 of page 4. End phase and end closeout are based on product warranty dates.

2 - Allocation date correction.

3 - PS&E and Right of Way portion being reported separately, total remains the same.

**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
COMPLETED PROJECTS**

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

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	PROJECT PHASE	ALLOCATION DATE	END PHASE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	CLOSE OUT REPORT RECEIVED
1.4	CC, PS, SJ	Caltrans	On-Board Information System (OBIS)	CON	12/2014	06/2017	06/2017	\$5,000,000	\$5,000,000	\$5,000,000	<input checked="" type="checkbox"/>
2.1	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	PA&ED	01/2010	05/2011	06/2017	\$3,146,000	\$3,146,000	\$3,146,000	<input checked="" type="checkbox"/>
2.2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2	PS&E	09/2015	02/2015	06/2017	\$972,000	\$972,000	\$972,000	<input checked="" type="checkbox"/>
2.3	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	CON	03/2013	06/2016	06/2017	\$25,284,000	\$25,284,000	\$25,284,000	<input checked="" type="checkbox"/>
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	10/2011	02/2017	08/2017	\$23,150,000	\$23,150,000	\$23,150,000	<input checked="" type="checkbox"/>
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	01/2014	06/2016	12/2016	\$6,500,000	\$6,500,000	\$6,080,563	<input checked="" type="checkbox"/>
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	02/2017	08/2017	\$4,000,000	\$4,000,000	\$3,801,342	<input checked="" type="checkbox"/>
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	05/2017	11/2017	\$1,305,000	\$1,305,000	\$1,305,000	<input checked="" type="checkbox"/>
7	PS	SCRRA	Ventura County Sealed Corridor Crossing	CON	08/2014	03/2018	04/2017	\$218,000	\$218,000	\$112,000	<input checked="" type="checkbox"/>
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	08/2008	06/2012	05/2013	\$31,992,000	\$31,992,000	\$31,992,000	<input checked="" type="checkbox"/>
13	PS	Caltrans	New Station Track at LA Union Station	CON	04/2008	06/2015	12/2015	\$20,099,000	\$20,099,000	\$20,099,000	<input checked="" type="checkbox"/>
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	08/2008	06/2012	10/2012	\$3,500,000	\$3,500,000	\$3,500,000	<input checked="" type="checkbox"/>
15	CC, SJ	Caltrans	Wireless Network for Northern California IPR Fleet	CON	01/2011	06/2015	06/2015	\$2,927,000	\$2,927,000	\$2,927,000	<input checked="" type="checkbox"/>
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	04/2008	05/2014	12/2015	\$15,748,000	\$15,748,000	\$15,748,000	<input checked="" type="checkbox"/>
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	05/2008	07/2012	07/2012	\$6,151,000	\$6,151,000	\$6,151,000	<input checked="" type="checkbox"/>
18	CC	Caltrans	Bahia Benicia Crossover	CON	04/2008	07/2012	03/2014	\$3,445,000	\$3,445,000	\$3,445,000	<input checked="" type="checkbox"/>
19	PS	Caltrans	SCRRA Sealed Corridor	CON	04/2008	07/2012	03/2014	\$2,782,000	\$2,782,000	\$2,782,000	<input checked="" type="checkbox"/>

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

TOTALS \$156,219,000 \$156,219,000 \$155,494,905

ACTION PLANS**Project 1.1 – 1.4 Procurement of Locomotives, Railcars and Install On-Board Information System**

Statute requires at least \$125 million be used for the procurement of intercity passenger railcars and locomotives. A total of \$150 million was allocated for new railcars, new locomotives and on-board passenger information systems. A significant delay for bi-level railcar due to design, testing issues and the sub-contractor no longer able to perform. A new sub-contractor has been secured and will produce single level railcars. There will be 22 locomotives and 49 railcars constructed.

Project 4.1 – Raymer to Bernson Double Track

The Raymer to Bernson Double Track Project Plans, Specifications, and Estimates (PS&E) phase of this project was completed June 2016 and closed out December 2016. A final PS&E document was completed. A full review of the PS&E design, project scope and inflation, the current cost estimate is \$180 million. Meanwhile, we have adopted a new approach to rail planning, that drives railroad infrastructure investment decisions. Cost benefit analysis is being done to determine the viability of the project moving forward.

5.2 – Van Nuys North Platform

Van Nuys North Platform projected end phase changed due to delays in the discussion of cost sharing and work effort responsibilities related to the Fiber Optic relocation.

Project 21.1 – Sacramento to Roseville Third Track Phase 1

The project had some significant delays after the field investigations (surveying and geotechnical exploration) were stopped following an accident with a diesel fuel pipeline in November. The Union Pacific insisted that the spill from the pipeline accident be cleaned up and various other administrative tasks be completed prior to restarting the field work.

Identified Savings will be re-programmed in the 3rd Quarter.

Removed Project from Program

Capitalized Maintenance was deleted December 2018 in the amount of \$1,025.

Active project benefits:

Yes = Project benefit

No = No project benefit

<u>Project No.</u>	<u>Project Title</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
1.1	Locomotives & Railcars	No	Yes	Yes	Yes	Yes	No
1.2	Option Locomotives	No	Yes	Yes	Yes	Yes	No
5.2	Van Nuys	Yes	No	No	Yes	No	No
8	Wayside Power Storage	No	No	No	Yes	Yes	Yes
9.1	Seacliff Siding Extension	No	Yes	Yes	Yes	Yes	No
20	Left Hand Turnout	No	Yes	Yes	Yes	Yes	No
21.1	Sacramento to Roseville Third Track Phase 1	Yes	Yes	Yes	Yes	No	No
	Totals	2	5	5	7	5	1

Out of 7 projects two were new track, five were capacity, five were increased speed, seven were reliability, five were safety and one was other.

Completed project benefits:

Yes = Project benefit

No = No project benefit

<u>Project No.</u>	<u>Project Title</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
1.3	On-Board Information Systems	No	No	No	No	No	Yes
2.1	San Onofre to Pulgas Double Track Phase 1	Yes	Yes	Yes	Yes	Yes	No
2.2	San Onofre to Pulgas Double Track Phase 2	Yes	Yes	Yes	Yes	Yes	No
2.3	San Onofre to Pulgas Double Track Phase 1	Yes	Yes	Yes	Yes	Yes	No
3	Oakley to Port Chicago Double Track Seg. 3	Yes	Yes	Yes	Yes	No	No
4.1	Raymer to Bernson Double Track	Yes	Yes	Yes	Yes	Yes	No
5.1	Van Nuys North Platform	Yes	Yes	Yes	Yes	Yes	No
6	Capital Corridor Track, Bridge & Signal Upgrade	Yes	Yes	Yes	Yes	Yes	No
7	Ventura County Sealed	No	Yes	Yes	Yes	Yes	No
12	Commerce to Fullerton Triple Track Seg. 6	Yes	Yes	Yes	Yes	Yes	No
13	New Station Track at LA Union Station	Yes	Yes	Yes	Yes	Yes	Yes
14	Kings Park Track & Signal	Yes	No	Yes	Yes	Yes	No
15	Wireless Network for North Cal IPR Fleet	No	Yes	No	No	No	Yes
16	Santa Margarita River Bridge & Double Track	Yes	Yes	Yes	Yes	Yes	No
17	Emeryville Station & Track	Yes	No	Yes	Yes	Yes	No
18	Bahia Benicia Crossover & Track	Yes	Yes	Yes	Yes	No	No
19	SCRRA Sealed Corridor	Yes	No	Yes	Yes	Yes	Yes
	<u>Totals</u>	14	13	15	15	13	4

Out of 17 projects fourteen were new track, thirteen were capacity, fifteen were increased speed, fifteen were reliability, thirteen were safety and four were other.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 3.9
Information Item

From: STEVEN KECK
Chief Financial Officer

Subject: **PROPOSITION 1B FISCAL YEAR 2018-19 SECOND QUARTER REPORTS**

SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as an informational item at the March 13-14, 2019 Commission meeting.

The Proposition 1B Fiscal Year 2018-19 Second Quarter Reports are in the following order:

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

BACKGROUND:

As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including: high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, State Transportation Improvement Program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement projects, congestion relief, and traffic safety. The attached reports are submitted in compliance of the Bond Accountability Plan as outlined by the California Transportation Commission in the Program Guidelines, requiring status report at least semi-annually.

Attachments



FY 2018-19 Second Quarter Report Corridor Mobility Improvement Account

**Quarterly Report to the
California Transportation
Commission**



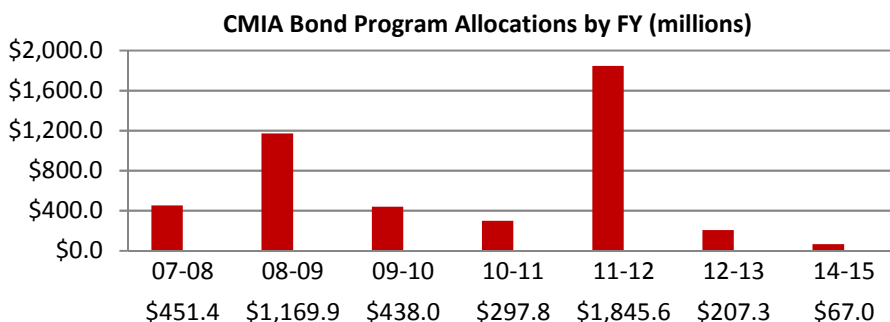
(1) CMIA Bond Program Summary

Second Quarter FY 2018-19

(1a) CMIA Bond Program Funding

CMIA bond funds initially allocated to projects:	#Contracts 129	Project Allocated Funds \$4,410 million	% Allocated 100%
CMIA bond funds revised allocation due to administration savings:	129	\$4,477 million	100%

In the CMIA bond program, \$4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and \$90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings totaling \$67 million were allocated to ongoing projects. A revised total of \$4,477 million of CMIA program funds have been allocated to projects, and \$23 million is set aside for program administration costs.

**(1b) CMIA Bond Program Funding and Contributor Funds**

CMIA bond program funds expended to date:	Program Expenditures \$4,358 million	Percent Expended 97%
CMIA bond program funds expended reported last quarter:	\$4,352 million	97%

In the CMIA bond program's \$4,500 million dollar budget, \$4,477 million has been allocated to projects from the CMIA bond program funds. In addition, \$7,886 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to \$12,363 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components as well as expenditures to date for CMIA bond program funds.

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

	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 1,140.7	\$ 694.7	\$ 446.0	\$ 418.6	94%
Capital	\$ 7,914.0	\$ 3,893.0	\$ 4,021.0	\$ 3,912.8	97%
Right of Way					
Support	\$ 142.9	\$ 142.9			
Capital	\$ 1,916.8	\$ 1,916.7	\$ 0.2	\$ -	0%
Preliminary Engineering					
Support	\$ 1,248.5	\$ 1,238.7	\$ 9.8	\$ 9.8	100%
Committed Subtotal	\$ 12,362.9	\$ 7,885.9	\$ 4,477.0	\$ 4,341.2	97%
Uncommitted			\$ -		
Percent Uncommitted			0%		
Administration			\$ 23.0	\$ 17.1	74%
Program Total			\$ 4,500.0	\$ 4,358.3	97%

*Numbers may not add due to rounding.

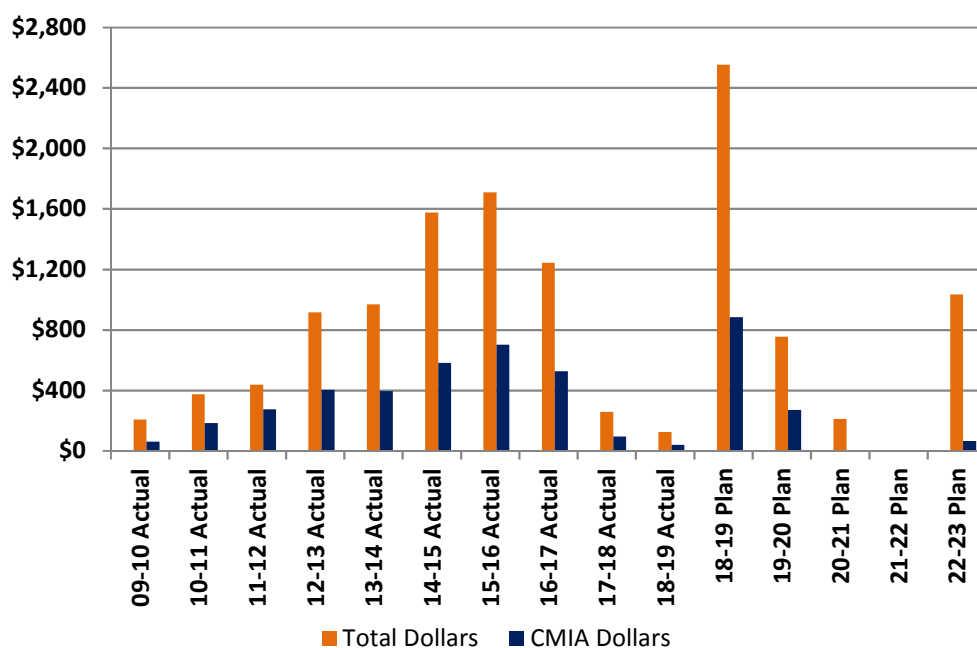
(1c) CMIA Bond Program Project Completions

CMIA bond program construction contracts completed to date: **# Contracts Completed** 118 **Percent Completed** 92%

CMIA bond program construction contracts completed reported last quarter: 117 91%

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

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered.



CMIA Bond Program Completions - Projects and Dollars (millions)*

	Contracts Accepted				Contracts Under Construction			All CMIA Bond Program Contracts		
	#	Total Funds	CMIA Funds	# FDR's	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds
FY 09-10	4	\$ 206	\$ 60	4				4	\$ 206	\$ 60
FY 10-11	8	\$ 374	\$ 183	8				8	\$ 374	\$ 183
FY 11-12	8	\$ 437	\$ 274	8				8	\$ 437	\$ 274
FY 12-13	19	\$ 916	\$ 403	18				19	\$ 916	\$ 403
FY 13-14	19	\$ 969	\$ 395	18				19	\$ 969	\$ 395
FY 14-15	19	\$ 1,576	\$ 581	16				19	\$ 1,576	\$ 581
FY 15-16	27	\$ 1,709	\$ 702	14				27	\$ 1,709	\$ 702
FY 16-17	11	\$ 1,243	\$ 527	6				11	\$ 1,243	\$ 527
FY 17-18	2	\$ 258	\$ 94	0				2	\$ 258	\$ 94
FY 18-19	1	\$ 124	\$ 39	0	3	\$ 2,553	\$ 884	4	\$ 2,677	\$ 922
FY 19-20					5	\$ 755	\$ 271	5	\$ 755	\$ 271
FY 20-21					1	\$ 212	\$ -	1	\$ 212	\$ -
FY 22-23					2	\$ 1,034	\$ 65	2	\$ 1,034	\$ 65
Total Value	118	\$ 7,810	\$ 3,258	92	11	\$ 4,553	\$ 1,219	129	\$ 12,363	\$ 4,477

*Numbers may not add due to rounding.

The status of Final Delivery Reports (FDR), to be completed within six months after construction contracts are accepted, is outlined in the table above.

(2) CMIA Bond Program Project Delivery and Expenditure Report

Second Quarter FY 2018-19

LEGEND

	Estimated cost within budget
	Baseline budget exceeded, non-bond funds added. No CTC action required.
	All bond funds expended. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
	CCA Not Completed
	Complete
	Past Due
	Under Review

																		CONSTRUCTION SUPPORT			CONSTRUCTION CAPITAL			
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)		
Active Projects																								
State Route 4 East Widening from Somersville to Route 160																								
7	04	CC	4	\$ 78,472	\$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	☑					Caltrans	\$ 10,608	\$ 5,642	☑	\$ 45,183	\$ 45,155	☑
				\$ 83,967	\$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	02/02/16	100	☑					Caltrans	\$ 14,395	\$ 8,011	☑	\$ 48,717	\$ 47,383	☑
				\$ 92,407	\$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/29/17	100	☑					Caltrans	\$ 13,389	\$ 11,150	☑	\$ 59,775	\$ 57,259	☑
				\$ 79,307	\$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	04/30/19	99						CCTA	\$ -	\$ 7	☑	\$ 67,886	\$ 64,318	☑
				\$ 44,949	\$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	10/30/15	100	☑					CCTA	\$ -	\$ -	☑	\$ 36,787	\$ 36,536	☑
				\$ 379,102	\$ 100,086	Corridor Summary				08/01/15	04/30/19							12/01/18	01/02/20			\$ 38,392	\$ 24,810	☑
I-80 Integrated Corridor Mobility Project																								
8	04	Ala CC	80	\$ 8,384	\$ 7,584	Corridor Project #1 (EA 3A774)	10/27/11	03/15/12	100	04/01/15	12/31/19	99						ACCMA	\$ -	\$ 1,992	☑	\$ 7,584	\$ 10,616	☑
				\$ 6,163	\$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	08/31/16	100	☑					ACCMA	\$ 704	\$ 630	☑	\$ 4,659	\$ 4,493	☑
				\$ 1,857	\$ 1,457	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	12/01/12	100	☑					ACCMA	\$ -	\$ -	☑	\$ 1,457	\$ 1,457	☑
				\$ 11,259	\$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/26/14	100	☑					Caltrans	\$ 1,492	\$ 1,331	☑	\$ 7,887	\$ 7,070	☑
				\$ 28,136	\$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	05/04/16	100	☑					Caltrans	\$ 3,675	\$ 3,497	☑	\$ 18,581	\$ 17,375	☑
				\$ 55,799	\$ 46,039	Corridor Summary				04/01/15	12/31/19							10/01/15	12/31/20			\$ 5,871	\$ 7,450	☑
12	07	LA	405	\$ 1,137,700	\$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	9/25/08	04/23/09	100	12/31/13	03/12/19	98		12/01/15	06/10/21			Metro	\$ -	\$ -	☑	\$ 979,700	\$ 903,883	☑
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																								
13	07	LA	5	\$ 137,366	\$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	10/29/19	84						Caltrans	\$ 30,110	\$ 32,409	☑	\$ 76,646	\$ 63,824	☑
				\$ 113,160	\$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100	☑					Caltrans	\$ 19,593	\$ 19,363	☑	\$ 73,658	\$ 63,523	☑
				\$ 402,385	\$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	07/14/22	68						Caltrans	\$ 43,211	\$ 28,252	☑	\$ 232,506	\$ 146,711	☑
				\$ 652,911	\$ 64,713	Corridor Summary				05/30/16	07/14/22							05/30/17	10/14/24			\$ 92,914	\$ 80,024	☑
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																								
14	07	LA	5	\$ 114,072	\$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	05/27/16	100	☑					Caltrans	\$ 17,110	\$ 16,463	☑	\$ 45,247	\$ 44,186	☑
				\$ 631,125	\$ -	Corridor Project #2 (EA 21592)(U)	6/23/15	03/14/16		03/31/17	10/31/22	32						Caltrans	\$ 34,534	\$ 10,775	☑	\$ 170,000	\$ 56,925	☑
				\$ 188,216	\$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	12/13/19	98						Caltrans	\$ 28,481	\$ 28,760	☑	\$ 96,447	\$ 88,085	☑
				\$ 323,285	\$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	12/31/19	86						Caltrans	\$ 33,777	\$ 31,665	☑	\$ 144,627	\$ 120,363	☑
				\$ 211,747	\$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	12/31/20	72						Caltrans	\$ 25,768	\$ 20,684	☑	\$ 116,632	\$ 64,913	☑
				\$ 1,468,445	\$ 315,011	Corridor Summary				03/31/17	10/31/22							05/31/20	01/31/25			\$ 139,670	\$ 108,347	☑

																		CONSTRUCTION SUPPORT			CONSTRUCTION CAPITAL																				
PROJECT NUMBER DISTRICT COUNTY ROUTE				TOTAL PROJECT COST (\$1,000's)		CMAA PROJECT COST (\$1,000's)		PROJECT DESCRIPTION		ALLOCATION		AWARD		AWARD % Complete		APPROVED CCA		CURRENT CCA		CCA % COMPLETE		FINAL DELIVERY REPORT		APPROVED CLOSEOUT		CURRENT CLOSEOUT		CLOSEOUT % COMPLETE		SUPPLEMENTAL FDR		IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)		APPROVED BUDGET (\$1,000's)		EXPENDED (\$1,000's)		APPROVED BUDGET (\$1,000's)		EXPENDED (\$1,000's)	
Widen Ala 84 Expressway - Corridor Project																																									
62	04	Ala	84	\$ 41,065	\$ 16,057	Corridor Project #1 (EA 29761)	8/10/11	03/21/12	100	07/31/13	09/24/15	100	☑					Caltrans	\$ 3,780	\$ 3,812		\$ 25,085	\$ 24,305																		
				\$ 97,402	\$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	01/15/20	70					Caltrans	\$ 8,005	\$ 7,460		\$ 48,000	\$ 34,981																			
				\$ 138,467	\$ 16,057	Corridor Summary				10/01/15	01/15/20		07/01/18	07/30/21				\$ 11,785	\$ 11,272		\$ 73,085	\$ 59,286																			
84	08	Riv	215	\$ 123,502	\$ 38,779	215 Widening Scottt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	10/03/18	100		07/01/19	11/19/20			RCTC	\$ -	\$ -		\$ 98,500	\$ 90,649																		
89	07	LA	710	\$ 1,336,061	\$ 153,657	Gerald Desmond Bridge (Design Build) (EA 22830)	10/24/12	10/1/12 6/11/13*	100	03/22/19	11/05/19	88		05/21/21	05/21/21			Port of Long Beach	\$ 97,000	\$ 96,845		\$ 864,260	\$ 543,399																		
Sub Totals				\$ 5,291,987	\$ 1,464,342																																				
Project construction completed FDR/SFDR Past Due																																									
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																																									
1	04	Ala	580	\$ 59,280	\$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100	☑					Caltrans	\$ 5,700	\$ 5,555		\$ 47,410	\$ 42,413																		
				\$ 45,630	\$ 4,904	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑					Caltrans	\$ 4,458	\$ 4,928		\$ 34,342	\$ 43,242																		
				\$ 43,145	\$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/20/16	100	☑						\$ 4,132	\$ 4,889		\$ 35,468	\$ 35,132																		
				\$ 148,055	\$ 54,341	Corridor Summary				11/01/14	05/20/16			11/01/15	08/01/19				\$ 14,290	\$ 15,371		\$ 117,220	\$ 120,787																		
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																																									
2	04	Ala	580	\$ 91,677	\$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	06/30/16	100	☑					Caltrans	\$ 9,795	\$ 10,212		\$ 73,769	\$ 73,471																		
				\$ 68,700	\$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	04/18/16	100	☑					Caltrans	\$ 7,820	\$ 10,427		\$ 53,010	\$ 50,764																		
				\$ 160,377	\$ 82,341	Corridor Summary				11/01/14	06/30/16			11/01/15	08/01/19				\$ 17,615	\$ 20,639		\$ 126,779	\$ 124,234																		
I-580 / Isabel Interchange - Corridor Project																																									
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	06/22/09	100	03/01/12	04/09/12	100	☑					Livermore	\$ -	\$ 535		\$ 26,495	\$ 17,666																		
				\$ 6,810	\$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑					Livermore	\$ -	\$ -		\$ 3,210	\$ 1,770																		
				\$ 73,181	\$ 24,982	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑					Caltrans	\$ 8,000	\$ 7,006		\$ 37,682	\$ 28,032																		
				\$ 123,486	\$ 45,127	Corridor Summary				03/01/12	04/09/12			03/01/13	12/01/18				\$ 8,000	\$ 7,541		\$ 67,387	\$ 47,468																		
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																																									
4	04	Ala	880	\$ 67,934	\$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	04/04/16	100	☑					Caltrans	\$ 7,415	\$ 8,070		\$ 50,607	\$ 49,817																		
				\$ 35,052	\$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100	☑					Caltrans	\$ 4,000	\$ 4,000		\$ 25,765	\$ 24,609																		
				\$ 102,986	\$ 82,611	Corridor Summary				02/01/16	04/04/16			02/01/17	05/25/18	100			\$ 11,415	\$ 12,070		\$ 76,372	\$ 74,426																		
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																																									
5	04	Ala CC	24	\$ 399,211	\$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	03/12/15	100	☑					Caltrans	\$ 51,218	\$ 55,998		\$ 293,775	\$ 286,737																		
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑					Caltrans	\$ 400	\$ 492		\$ 4,300	\$ 2,809																		
				\$ 642	\$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑					Caltrans	\$ 100	\$ 130		\$ 500	\$ 408																		
				\$ 404,583	\$ 84,482	Corridor Summary				05/01/14	03/12/15			03/01/15	05/25/18	100			\$ 51,718	\$ 56,620		\$ 298,575	\$ 289,954																		
6	10	Cal	4	\$ 60,688	\$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	03/16/20			Caltrans	\$ 3,600	\$ 4,350		\$ 31,101	\$ 25,939																		
US 50 HOV Lanes - Corridor Project																																									
9	03	ED	50	\$ 44,434	\$ 19,866	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	11/07/12	100	☑					ED Co DOT	\$ 3,560	\$ 7,039		\$ 37,674	\$ 33,381																		
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100	☑					ED Co DOT	\$ -	\$ 1,407		\$ 8,794	\$ 10,195																		
				\$ 54,888	\$ 26,160	Corridor Summary				10/01/13	06/17/13			10/01/14	07/01/19				\$ 3,560	\$ 8,446		\$ 46,468	\$ 43,576																		
10	06	Ker	46	\$ 73,024	\$ 30,375	Route 46 Expressway - Segment 3 (EA 44252)	5/20/10	01/26/11	100	07/01/14	01/16/13	100	☑	01/01/16	10/30/14	100	☑	Caltrans	\$ 9,900	\$ 4,178		\$ 47,449	\$ 45,510																		

																		CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL		
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMAA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)
11	06	Kin Tul	198	\$ 94,274	\$ 44,272	Route 198 Expressway (EA 3568U)	5/14/09	09/01/09	100	02/01/12	03/11/13	100	08/01/13	03/17/16	100	08/01/13	Caltrans	\$ 9,514	\$ 8,579	\$ 51,516	\$ 52,213	
Highway 101 Marin-Sonoma Narrows - Corridor Project																						
15	04	Mm Son	101	\$ 85,029	\$ 26,523	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	05/24/16	100					Caltrans	\$ 4,873	\$ 6,374	\$ 26,950	\$ 28,327	
				\$ 139,369	\$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	06/30/17	100					Caltrans	\$ 17,716	\$ 16,255	\$ 79,500	\$ 78,939	
				\$ 47,977	\$ 28,603	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100					Caltrans	\$ 7,000	\$ 6,733	\$ 26,608	\$ 26,608	
				\$ 3,946	\$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/24/13	100					Caltrans (FY 14-15 Q1)	\$ 742	\$ 742	\$ 2,830	\$ 2,829	
				\$ 18,202	\$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	12/23/14	100					Caltrans	\$ 2,500	\$ 2,458	\$ 14,744	\$ 14,512	
				\$ 31,679	\$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	12/20/16	100					Caltrans	\$ 4,800	\$ 4,757	\$ 25,929	\$ 25,591	
				\$ 326,202	\$ 179,346	Corridor Summary				06/01/15	05/30/17		12/30/16	03/15/19				\$ 37,631	\$ 37,319	\$ 176,561	\$ 176,804	
16	04	Mrn	580	\$ 16,985	\$ 16,985	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	5/14/09	11/04/09	100	03/01/11	01/27/11	100	03/01/12	12/01/12	100	03/01/12	Caltrans	\$ 2,100	\$ 1,858	\$ 10,610	\$ 10,763	
17	05	Mon	1	\$ 31,691	\$ 18,568	Salinas Road Interchange (EA 31592)	5/14/09	10/07/09	100	07/01/11	03/20/14	100	12/01/12	06/30/21			Caltrans	\$ 4,598	\$ 4,872	\$ 15,638	\$ 15,418	
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																						
18	04	Nap Sol	12	\$ 2,190	\$ -	PAED Costs Phase 2 (EA 26412)												\$ -	\$ -	\$ -	\$ -	
				\$ 45,886	\$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	05/05/15	100	08/01/13	05/10/16	100	08/01/13	Caltrans	\$ 4,850	\$ 8,651	\$ 30,528	\$ 30,485	
				\$ 72,004	\$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	05/10/16	100	08/01/13	05/10/16	100	08/01/13	Caltrans	\$ 9,250	\$ 11,358	\$ 43,293	\$ 42,134	
				\$ 120,080	\$ 54,867	Corridor Summary				08/01/13	05/10/16		12/29/17	07/31/19				\$ 14,100	\$ 20,009	\$ 73,821	\$ 72,619	
19	03	Nev	49	\$ 30,019	\$ 8,225	Route 49 La Barr Meadows Widening (EA 2A690)	1/13/10	05/28/10	100	12/01/14	04/08/14	100	12/01/16	12/01/18			Caltrans	\$ 3,500	\$ 3,415	\$ 10,447	\$ 10,029	
20	12	Ora	91	\$ 60,759	\$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	Local	08/29/09	100	09/01/11	05/13/11	100	09/01/15	03/28/12	100	09/01/15	Caltrans	\$ 7,801	\$ 5,900	\$ 40,086	\$ 39,044	
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																						
21	12	Ora	22	\$ 169,446	\$ 135,430	Corridor Project #1 (EA 07163)	4/8/10	10/12/10	100	05/01/14	03/23/15	100	05/01/15	07/07/17	100	05/01/15	Caltrans	\$ 25,475	\$ 25,469	\$ 128,871	\$ 158,890	
				\$ 119,657	\$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100	05/01/15	07/07/17	100	05/01/15	Caltrans	\$ 18,374	\$ 19,199	\$ 78,637	\$ 78,803	
				\$ 289,103	\$ 135,430	Corridor Summary				05/01/14	03/23/15		05/01/15	07/07/17	100	05/01/15		\$ 43,849	\$ 44,668	\$ 207,508	\$ 237,693	
22	12	Ora	91	\$ 77,302	\$ 54,045	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	1/20/11	05/03/11	100	12/01/14	11/01/13	100	12/01/15	07/01/14	100	12/01/15	Caltrans	\$ 8,633	\$ 9,921	\$ 54,045	\$ 54,045	
23	12	Ora	57	\$ 34,428	\$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	8/10/11	10/26/11	100	03/01/15	04/21/15	100	03/01/16	06/29/16	100	03/01/16	Caltrans	\$ 6,256	\$ 5,285	\$ 21,621	\$ 21,501	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																						
24	12	Ora	57	\$ 50,397	\$ 39,513	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100	07/01/15	12/31/15	100	07/01/15	Caltrans	\$ 9,180	\$ 9,142	\$ 30,333	\$ 30,648	
				\$ 51,609	\$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100	07/01/15	12/31/15	100	07/01/15	Caltrans	\$ 9,180	\$ 9,114	\$ 32,670	\$ 32,473	
				\$ 102,006	\$ 80,763	Corridor Summary				07/01/14	11/06/14		07/01/15	12/31/15	100	07/01/15		\$ 18,360	\$ 18,256	\$ 63,003	\$ 63,122	
Lincoln Bypass - Corridor Project																						
25	03	Pla	65	\$ 292,203	\$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/09/13	100	12/15/16	04/09/19			Caltrans	\$ 22,000	\$ 24,484	\$ 164,453	\$ 161,281	
				\$ 23,099	\$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/01/14	100	12/15/16	04/09/19			Caltrans	\$ 2,751	\$ 2,639	\$ 19,499	\$ 18,121	
				\$ 315,302	\$ 68,934	Corridor Summary				12/15/14	10/01/14		12/15/16	04/09/19				\$ 24,751	\$ 27,123	\$ 183,952	\$ 179,401	
26	03	Pla	80	\$ 47,286	\$ 8,193	Pla-80 HOV Phase 2 (EA 36782)	1/10/08	05/01/08	100	10/01/10	10/18/12	100	10/01/12	11/03/16	100	10/01/12	Caltrans	\$ 7,143	\$ 6,240	\$ 30,909	\$ 29,327	

																			CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL		
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMAA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)					
27	03	Pla	80	\$ 48,993	\$ 22,604	Pla-80 HOV Phase 3 (EA 36783)	12/11/08	08/10/09	100	01/01/11	06/17/13	100	✓	01/01/13	10/12/16	100	☒	Caltrans	\$ 5,300	\$ 5,255		\$ 39,593	\$ 25,377
28	08	Riv	215	\$ 29,228	\$ 25,605	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	1/20/11	09/28/10	100	12/01/13	11/21/13	100	✓	12/01/14	02/29/16	100	✓	RCTC	\$ -	\$ -		\$ 22,057	\$ 14,736
29	08	Riv	91	\$ 253,625	\$ 120,191	HOV Lane Gap Closure (EA 44840)	8/10/11	02/10/12	100	08/01/15	12/19/16	100	✓	08/01/17	08/01/19			Caltrans	\$ 30,728	\$ 30,702		\$ 129,924	\$ 160,989
30	03	Sac	50	\$ 96,581	\$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	7/9/09	10/26/09	100	01/01/13	05/10/13	100	✓	01/01/15	08/15/16	100	✓	Caltrans (FY 16-17 Q1)	\$ 11,500	\$ 12,226		\$ 70,698	\$ 71,886
31	03	Sac	Loc	\$ 16,323	\$ 12,823	White Rock Road from Grant Line to Prairie City (EA 92880)	2/23/12	04/30/12	100	12/31/13	12/01/13	100	✓	06/01/14	06/01/14	100	✓	Sac Co	\$ -	\$ -		\$ 10,679	\$ 10,423
32	08	SBd	10	\$ 30,760	\$ 14,074	Westbound Mixed Flow Lane Addition (EA 0F150)	1/13/10	12/10/10	100	05/01/12	08/10/15	100	✓	06/01/13	07/01/15	100	✓	SANBAG	\$ -	\$ -		\$ 25,449	\$ 19,752
33	08	SBd	215	\$ 347,777	\$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	4/16/09	08/27/09	100	09/05/13	09/17/14	100	✓	09/15/15	12/31/18			SANBAG	\$ -	\$ -		\$ 213,174	\$ 208,387
Interstate 215 HOV Lanes and Connectors - Corridor Project																							
34	08	SBd	215	\$ 77,658	\$ 29,000	SR - 210/215 Connectors (EA 44407) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	✓					Caltrans	\$ 12,883	see		\$ 47,672	see
35				\$ 40,614	\$ 32,414	I-215 North Segment 5 (EA 00719) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	✓					Caltrans	\$ 7,333	below		\$ 25,081	below
				\$ 118,272	\$ 61,414	Corridor Summary				02/01/13	03/01/13							03/01/15	10/30/15	100	✓		\$ 20,216
36	08	SBd	10	\$ 19,409	\$ 10,910	Widen Exit Ramps&Add Aux Ln @ Cherry, Citrus&Cedar Ave IC's (EA 49750)	1/13/10	10/12/10	100	12/01/10	12/20/12	100	✓	06/01/11	06/03/14	100	✓	Caltrans	\$ 3,280	\$ 3,422		\$ 13,239	\$ 9,337
I-15 Managed Lanes - Corridor Project																							
37	11	SD	15	\$ 110,103	\$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	✓					Caltrans	\$ 14,739	\$ 14,603		\$ 79,026	\$ 77,319
				\$ 87,365	\$ 71,236	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	✓					Caltrans	\$ 14,025	\$ 11,162		\$ 57,211	\$ 57,438
				\$ 133,613	\$ 110,595	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	✓					Caltrans	\$ 21,236	\$ 15,020		\$ 89,359	\$ 91,853
				\$ 331,081	\$ 275,596	Corridor Summary				04/15/12	06/14/12							10/03/13	01/28/15	100	✓		\$ 50,000
I-5 North Coast Corridor - Stage 1A - Corridor Project																							
38	11	SD	5	\$ 52,664	\$ 24,500	Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100	✓					Caltrans	\$ 6,000	\$ 7,743		\$ 43,038	\$ 37,046
				\$ 80,446	\$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100	☒					Caltrans	\$ 11,183	\$ 15,357		\$ 54,610	\$ 57,724
				\$ 133,110	\$ 24,500	Corridor Summary				06/30/12	02/13/15							06/30/17	07/29/19			\$ 17,183	\$ 23,100
39	10	SJ	205	\$ 22,009	\$ 9,070	I-205 Auxiliary Lanes (EA 0Q270)	4/8/10	10/12/10	100	04/01/13	03/04/13	100	✓	11/01/14	02/13/15	100	☒	Caltrans	\$ 2,900	\$ 2,302		\$ 11,860	\$ 11,374
Route 46 Corridor Improvements (Whitley 1) - Corridor Project																							
40	05	SLO	46	\$ 77,214	\$ 49,778	Corridor Project #1 (EA 33072)	4/8/10	10/25/10	100	08/01/13	10/13/14	100	✓					Caltrans	\$ 7,000	\$ 7,872		\$ 54,054	\$ 52,312
				\$ 1,840	\$ -	STIP TEA Enhancements (EA 33072)																	
				\$ 79,054	\$ 49,778	Corridor Summary				08/01/13	10/13/14							10/01/14	04/10/19				
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																							
41	04	SM	101	\$ 39,493	\$ 22,300	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100	✓					Caltrans	\$ 8,259	\$ 3,020		\$ 21,159	\$ 16,123
				\$ 22,514	\$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100	✓					Caltrans	\$ 3,802	\$ 1,256		\$ 12,648	\$ 6,514
				\$ 62,007	\$ 26,102	Corridor Summary				11/01/13	11/15/13							11/01/14	08/25/16	100	☒		\$ 12,061
42	04	SCI	880	\$ 61,802	\$ 39,842	I-880 Widening (SR 237 to US 101) (EA29830)	8/10/11	12/14/11	100	07/01/13	04/04/14	100	✓	08/01/14	06/20/17	100	✓	Caltrans	\$ 9,810	\$ 6,709		\$ 32,192	\$ 31,783
43	04	SCI	101	\$ 73,199	\$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	8/10/11	11/17/11	100	08/01/13	11/16/15	100	✓	09/01/14	04/11/18	100	✓	Caltrans	\$ 11,080	\$ 10,837		\$ 44,791	\$ 42,431
44	04	SCI	101	\$ 49,611	\$ 16,636	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	✓	06/01/14	10/03/14	100	✓	Caltrans	\$ 6,690	\$ 6,619		\$ 31,201	\$ 26,047

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL	
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)
45	05	ScR	1	\$ 21,085	\$ 13,783	Highway 1 Sequel to Morrissey Auxiliary Lanes (EA 0F650)	8/10/11	01/05/12	100	11/01/13	02/11/15	100	✓	12/01/14	02/01/19			SCCRTC	\$ -	\$ -	\$ 16,933	\$ 16,889
46	02	Sha	5	\$ 16,315	\$ 13,496	Cottonwood Hills Truck Climbing Lane (EA 37100)	1/13/10	04/21/10	100	12/01/11	11/17/11	100	✓	12/01/12	10/23/14	100	✓	Caltrans	\$ 2,100	\$ 1,247	\$ 11,396	\$ 11,396
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																						
47	04	Sol	80	\$ 41,457	\$ 18,880	Corridor Project #1 (EA 0A531)	2/14/08	06/04/08	100	12/01/09	12/01/09	100	✓					Caltrans	\$ 6,351	\$ 4,284	\$ 27,906	\$ 28,260
				\$ 7,884	\$ 6,085	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	✓					Caltrans	\$ 1,319	\$ -	\$ 4,766	\$ 4,765
				\$ 30,296	\$ -	Corridor Project #3 (EA 4C15U)	3/12/09	04/21/09	100	11/01/10	11/01/10	100	✓						\$ 3,900	\$ 1,597	\$ 22,200	\$ 15,837
				\$ 79,637	\$ 24,965	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14	100	✓		\$ 11,570	\$ 5,881	\$ 54,872	\$ 48,862
48	04	Son	101	\$ 92,761	\$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	5/14/09	10/12/09	100	12/01/11	12/26/12	100	✓	02/01/13	12/31/19			Caltrans	\$ 10,500	\$ 10,752	\$ 58,311	\$ 55,195
49	04	Son	101	\$ 120,260	\$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	✓	02/01/12	12/31/19			Caltrans	\$ 12,000	\$ 9,946	\$ 91,200	\$ 88,015
50	04	Son	101	\$ 79,367	\$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	9/25/08	03/03/09	100	12/01/13	06/28/13	100	✓	01/01/15	12/31/15	100	✓	Caltrans	\$ 6,600	\$ 2,623	\$ 51,065	\$ 45,273
51	10	Sta	219	\$ 44,353	\$ 8,617	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	✓	11/01/09	07/28/16	100	✓	Caltrans	\$ 2,000	\$ 1,947	\$ 6,617	\$ 6,617
52	10	Sta	219	\$ 42,662	\$ 13,241	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	12/15/11	08/30/12	100	05/30/14	10/30/15	100	✓	01/13/18	02/01/19			Caltrans	\$ 4,300	\$ 4,172	\$ 17,612	\$ 16,442
53	10	Tuo	108	\$ 53,392	\$ 25,577	E. Sonora Bypass Stage II (EA 34042)	1/20/11	12/16/11	100	03/01/14	01/10/14	100	✓	05/03/21	12/31/19			Caltrans	\$ 5,500	\$ 6,544	\$ 26,974	\$ 28,742
54	07	Ven SB	101	\$ 101,163	\$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	8/10/11	01/04/12	100	08/01/16	06/27/17	100	✓	07/31/19	04/25/19			Caltrans	\$ 15,300	\$ 13,827	\$ 65,993	\$ 60,339
CMA projects amended into program using project cost/award savings																						
55	04	Son	101	\$ 17,321	\$ 15,000	Central Project - Phase B (EA 0A184)	1/20/11	05/19/11	100	12/31/12	07/17/13	100	✓	01/01/14	12/30/16	100	✗	Caltrans	\$ 3,000	\$ 2,844	\$ 12,000	\$ 12,000
56	03	Sac	80	\$ 136,035	\$ 53,537	I-80 HOV Ln Across the Top (EA 3797U)	1/20/11	07/29/11	100	11/01/14	07/13/17	100	✗	11/01/16	07/30/20			Caltrans	\$ 19,000	\$ 19,469	\$ 104,588	\$ 105,229
57	10	SJ	5	\$ 124,978	\$ 42,470	I-5 HOV Ln and CRCP (EA 0G470)	1/20/11	06/02/11	100	12/30/14	01/26/17	100	✗	01/30/16	03/29/19			Caltrans	\$ 11,990	\$ 17,507	\$ 97,708	\$ 95,956
58	05	SLO	101	\$ 47,857	\$ 31,174	Santa Maria Bridge (EA 44590)	1/20/11	06/21/11	100	04/01/14	03/12/15	100	✓	07/15/15	04/18/17	100	✓	Caltrans	\$ 6,600	\$ 5,537	\$ 34,832	\$ 34,810
59	11	SD	15	\$ 57,554	\$ 25,802	Mira Mesa Direct Access Ramp (EA 2T095)	12/15/11	04/04/12	100	01/14/15	01/04/16	100	✗	07/11/17	06/28/18	100	✗	Caltrans (FY 15-16 Q3)	\$ 8,500	\$ 8,485	\$ 27,508	\$ 27,489
60	02	Sha	5	\$ 22,658	\$ 20,903	South Redding 6; Lane (EA 4C401)	1/20/11	05/09/11	100	11/15/12	02/01/13	100	✓	11/15/13	08/17/16	100	✗	Caltrans	\$ 2,250	\$ 1,950	\$ 18,653	\$ 18,643
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/11/15	100	✗	07/01/18	04/11/18	100	✗	Chico	\$ -	\$ -	\$ 6,425	\$ 6,183
63	06	Tul	198	\$ 27,266	\$ 21,187	Plaza Drive IC / Aux Lns (EA 42370)	8/10/11	11/30/11	100	06/30/13	08/19/14	100	✓	12/31/13	04/24/18	100	✗	Visalia	\$ 3,617	\$ 3,785	\$ 17,570	\$ 18,952
64	04	Var	Var	\$ 74,984	\$ 36,057	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	4/26/12	08/28/12	100	10/01/14	10/13/15	100	✓	04/01/16	09/01/21			Caltrans	\$ 8,271	\$ 8,737	\$ 51,346	\$ 47,685
Bi-County I-215 Gap Closure - Corridor Project																						
65	08	SBd Riv	215	\$ 182,802	\$ 15,350	I-215 Gap Closure (EA 0M940) combined to 0M94U	6/27/12	12/03/12	100	05/01/16	08/25/15	100	✓					Caltrans	\$ 16,270	see	\$ 137,171	see
				\$ 17,066	\$ -	SHOPP contribution to #1													\$ 800		\$ 15,392	
66				\$ 5,193	\$ 3,007	Newport Ave OC(EA 0M94U)	6/27/12	12/03/12	100	05/01/16	08/25/15	100	✓					Caltrans	\$ 361	below	\$ 3,007	below
				\$ 205,061	\$ 18,357	Corridor Summary				05/01/16	08/25/15			04/20/18	12/02/19				\$ 17,431	\$ 16,362	\$ 155,570	\$ 144,152
67	04	Son	101	\$ 52,360	\$ 22,242	North Project Phase B Airport IC (EA 3A23U)	4/26/12	12/03/12	100	12/31/13	08/03/15	100	✓	11/01/15	12/31/19			Caltrans	\$ 4,500	\$ 4,474	\$ 33,813	\$ 31,624

																		CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL																	
																		APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)																
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)		CMIA PROJECT COST (\$1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)																		
68	04	SCI	880	\$	62,097	\$	39,231	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	5/23/12	09/06/12	100	12/01/14	07/31/15	100	✓	12/01/15	04/15/19			SCVTA	\$	-	\$	-	\$	47,197	\$	44,472									
69	04	SCI	101	\$	33,812	\$	22,217	Capitol Exp Yerba Buena IC (EA 1G360)	5/23/12	08/02/12	100	06/30/14	04/14/15	100	✓	02/28/17	07/28/17	100	✗	SCVTA	\$	-	\$	-	\$	26,136	\$	25,319									
70	08	SBd	15	\$	82,912	\$	16,206	La Mesa Nisqualli Rd IC (EA 0A450)	8/10/11	12/08/11	100	12/01/13	03/05/14	100	✓	12/01/15	05/06/16	100	✓	SANBAG	\$	-	\$	51		\$	53,082	\$	40,628								
71	11	SD	805	\$	36,501	\$	18,785	HOV Lns - SR54 to SR94 (EA 2T180)	1/25/12	06/22/12	100	12/31/13	12/20/13	100	✓	07/11/13	11/01/17	100	✓	Caltrans	\$	5,392	\$	5,324		\$	19,355	\$	18,443								
72	11	SD	805	\$	55,432	\$	37,978	HOV Lns - Palomar to SR54 (EA 2T181)	1/25/12	09/09/12	100	07/30/14	04/03/14	100	✓	11/05/13	11/01/17	100	✓	Caltrans	\$	7,400	\$	7,734		\$	34,278	\$	35,898								
73	05	SLO	46	\$	55,559	\$	45,088	Whitley 2A (EA 33077)	2/23/12	05/18/12	100	09/08/15	08/15/16	100	✓	10/01/16	07/01/20			Caltrans	\$	7,400	\$	7,134		\$	37,688	\$	35,421								
74	12	Ora	74	\$	77,211	\$	24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	11/22/16	100	✓	12/31/18	12/31/19			Caltrans	\$	6,364	\$	8,379		\$	30,231	\$	25,950								
75	11	SD	805	\$	121,500	\$	40,638	805 Managed Lns North (Design Build) (EA 2T200)	10/26/11	7/30/12 2/26/13*	100	03/15/15	04/02/18	100	✗	06/30/17	06/04/20			Caltrans	\$	26,142	\$	19,748		\$	86,419	\$	86,682								
76	02	Sha	5	\$	7,275	\$	6,000	I5/Descutes Rd IC (EA 34760)	5/3/12	7/26/12	100	12/15/12	01/24/14	100	✓	05/01/13	02/26/16	100	✗	Anderson	\$	-	\$	-		\$	6,000	\$	5,979								
77	03	Sac	50	\$	37,151	\$	12,109	SR50 - Watt IC (EA 37120)	4/26/12	9/15/12	100	11/30/14	01/16/16	100	✓	11/01/18	02/01/19			Sac Co	\$	-	\$	-		\$	30,449	\$	35,224								
78	05	Mon	101	\$	91,150	\$	30,825	San Juan IC (EA 31580)	4/26/12	09/27/12	100	03/18/15	04/28/16	100	✓	07/02/18	07/09/19			Caltrans	\$	8,000	\$	8,309		\$	48,700	\$	42,680								
79	05	SB	101	\$	17,618	\$	4,442	Union Valley Pkwy IC (EA 46380)	4/26/12	07/26/12	100	12/31/13	12/27/13	100	✓	02/03/15	02/24/15	100	✓	Caltrans	\$	1,900	\$	1,688		\$	9,234	\$	8,883								
80	08	SBd	10	\$	18,620	\$	10,000	I-10 Tippecanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	06/24/15	100	✓	08/01/15	06/16/16	100	✓	SANBAG	\$	2,000	\$	2,821		\$	13,787	\$	13,872								
81	11	SD	76	\$	36,889	\$	29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/15	10/20/14	100	✓		07/25/16	100	✓	Caltrans	\$	5,056	\$	4,977		\$	24,561	\$	23,739								
82	03	ED	50	\$	19,200	\$	15,500	US Route 50 HOV Ln (EA 2E510)	5/23/12	07/17/12	100	12/31/13	03/31/16	100	✗	10/31/14	12/01/19			ED Co DOT	\$	-	\$	-		\$	17,240	\$	14,719								
83	03	ED	50	\$	9,145	\$	6,000	Western Placerville IC Ph 1A (EA 37280)	5/23/12	11/05/12	100	06/01/15	11/30/14	100	✗	01/15/14	11/30/20			Caltrans	\$	-	\$	-		\$	6,000	\$	7,683								
85	08	SBd	15	\$	63,923	\$	28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	12/18/15	100	✗	09/01/16	01/30/19			SANBAG	\$	3,650	\$	6,187		\$	40,148	\$	35,433								
86	04	Ala	680	\$	7,860	\$	5,740	FPI (EA 4G100)	6/27/12	09/29/12	100	11/01/14	06/27/13	100	✓	12/01/15	04/21/14	100	✓	Caltrans	\$	1,000	\$	998		\$	4,740	\$	4,740								
87	08	SBd	15	\$	35,274	\$	12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	03/03/17	100	✗	11/30/18	02/28/19			Fontana	\$	2,900	\$	4,550		\$	26,054	\$	24,315								
88	12	Ora	405	\$	3,058	\$	2,238	Widen Ramp for Deceleration Lane (EA 0M130)	6/27/12	10/11/12	100	07/01/14	05/30/14	100	✓	12/01/14	12/01/14	100	✗	Caltrans	\$	500	\$	498		\$	1,738	\$	1,738								
90	08	SBd	15	\$	325,365	\$	53,743	I-15 Devore Widening, IC (EA 0K710)	12/6/12	11/13/12	100	03/25/16	06/30/17	100	✓	10/25/19	06/11/19			SANBAG	\$	26,951	\$	25,090		\$	239,662	\$	233,148								
Totals					\$ 12,362,898	\$ 4,476,980																															

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

** Section 5a of CMIA report details CMIA Bond Program funding loans.

(3) CMIA Bond Program Performance Outcome - Benefits Report

Second Quarter FY 2018-19

LEGEND

✔ - Complete ✘ - Past Due ⏸ - Under Review

 - CCA 100% Complete N/A - Not Available

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE		FINAL DELIVERY REPORT (FDR)	Daily Travel Time Savings (hours)	Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
										Baseline	Actual	Baseline	Actual	Baseline	Actual
1	04	Ala	580	I-580 Eastbound HOV Lane - Greenville to Hacienda	05/20/16	100	✔		3,522					257,080	
2	04	Ala	580	I-580 Westbound HOV Lane - Greenville to Foothill	06/30/16	100	✔		3,341					243,880	
3	04	Ala	580	I-580 / Isabel Interchange	04/09/12	100	✔		814	814				194,000	194,000
4	04	Ala	880	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	04/04/16	100	✔		3,161					230,780	
5	04	Ala CC	24	State Route 24 Caldecott Tunnel - Fourth Bore	03/12/15	100	✔		10,368	10,368				825,665	825,665
6	10	Cal	4	Angels Camp Bypass (EA 36250)	09/24/09	100	✔		184	184			4.6	7,320	7,320
7	04	CC	4	State Route 4 East Widening from Somersville to Route 160	06/29/17	100	✔		8,561		5.9		10.2	624,920	
8	04	Ala CC	80	I-80 Integrated Corridor Mobility Project	05/04/16	100	✔		5,821					463,571	
9	03	ED	50	US 50 HOV Lanes	06/17/13	100	✔		2,295	691				167,560	41,460
10	06	Ker	46	Route 46 Expressway - Segment 3 (EA 44252)	01/16/13	100	✔		475	436			26.0	5,678	5,204
11	06	Kin Tul	198	Route 198 Expressway (EA 3568U)	03/11/13	100	✔		875	1,233			20.6	10,453	12,607
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	03/12/19	98			22,929					1,673,840	
13	07	LA	5	Interstate 5 Carpool Lane from Route 134 to Route 170	12/31/19	84			16,407					1,223,200	
14	07	LA	5	I-5 Carpool Lane from Orange County Line to I-605	12/13/19	98			32,705					2,387,480	
15	04	Mm Son	101	Highway 101 Marin-Sonoma Narrows	06/30/17	100	✔		2,023				7.3	166,207	
16	04	Mm	580	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	01/27/11	100	✔		158	158				12,545	12,545
17	05	Mon	1	Salinas Road Interchange (EA 31592)	03/20/14	100	✔		673	729				45,561	49,354
18	04	Nap Sol	12	SR 12 Jameson Canyon Widening - Phase 1	05/10/16	100	✔		3,898	3,109			6.0	310,407	175,822
19	03	Nev	49	Route 49 La Barr Meadows Widening (EA 2A690)	04/08/14	100	✔		38	N/A			2.8	2,559	2,760
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	05/13/11	100	✔		6,216	6,216				495,033	495,033
21	12	Ora	22	SR-22 / I-405 / I-605 HOV Connector with ITS Elements	03/23/15	100	✔		32,099	34,805			15.5	2,343,200	2,088,300
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	11/01/13	100	✔		31,946	55,166				2,544,065	4,393,265
23	12	Ora	57	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	04/21/15	100	✔		2,311	753				184,036	15,744
24	12	Ora	57	Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road	11/06/14	100	✔		16,718	22,195				1,331,385	1,767,564
25	03	Pla	65	Lincoln Bypass	10/01/14	100	✔		3,961	3,961				268,103	268,103
26	03	Pla	80	Pla-80 HOV Phase 2 (EA 36782)	10/18/12	100	✔		2,243	2,243				151,850	151,850
27	03	Pla	80	Pla-80 HOV Phase 3 (EA 36783)	06/17/13	100	✔		156	672				10,571	45,600
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	11/21/13	100	✔		2,424	2,451				193,025	195,185
29	08	Riv	91	HOV Lane Gap Closure (EA 44840)	12/19/16	100	✔		6,771	6,430	10.0	10.0	0.0	494,280	469,376
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	05/10/13	100	✔		10,888	1,953	15.0	15.0		794,860	450,818
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City (EA 92880)	12/01/13	100	✔		2,679	2,679				181,319	181,319
32	08	SBd	10	Westbound Mixed Flow Lane Addition (EA 0F150)	08/10/15	100	✔		868	79,744			3.6	69,194	1,134,588
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	09/17/14	100	✔		15,636	6,624				1,141,440	162,947
Interstate 215 HOV Lanes and Connectors - Corridor Project															
34	08	SBd	215	SR - 210/215 Connectors (EA 44407) combined to 4440U	03/01/13	100	✔		2,886	2,363			3.5	343,200	172,480
35				I-215 North Segment 5 (EA 00719) combined to 4440U	03/01/13	100	✔		2,886	2,363			3.5	343,200	172,480
Corridor Summary					03/01/13				2,886	2,363				315,720	172,480
36	08	SBd	10	Widen Exit Ramps&Add Aux Ln @ Cherry, Citrus&Cedar Ave IC's (EA 49750)	12/20/12	100	✔		3,577	3,577				284,880	284,880
37	11	SD	15	I-15 Managed Lanes	06/14/12	100	✔		29,386	35,989				2,145,180	2,195,131
38	11	SD	5	I-5 North Coast Corridor - Stage 1A (EA 2T040)	02/13/15	100	✔		2,605	1,916	5.6	4.0		25,574	18,774
39	10	SJ	205	I-205 Auxiliary Lanes (EA 0Q270)	03/04/13	100	✔		3,150	2,144				125,440	85,353
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	10/13/14	100	✔		2,425	2,329				164,164	157,673
41	04	SM	101	Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd.	11/15/13	100	✔		13,752	13,752				1,095,164	1,095,164

PROJECT NUMBER				PROJECT DESCRIPTION		CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	Daily Travel Time Savings (hours)	Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
DISTRICT	COUNTY	ROUTE	Baseline							Actual	Baseline	Actual	Baseline	Actual	
42	04	SCI	880	I-880 Widening (SR 237 to US 101) (EA29830)	04/04/14	100	✓	16,297	16,297	8.4	8.4			1,189,660	1,189,660
43	04	SCI	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	11/16/15	100	✓	2,949	2,949	6.4	6.4			234,829	234,829
44	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	10/31/12	100	✓	3,530	3,530					281,078	281,078
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes (EA 0F650)	02/11/15	100	✓	796	880			2.0	2.0	53,893	88,300
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane (EA 37100)	11/17/11	100	✓	802	293					4,788	6,240
47	04	Sol	80	I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek)	02/29/12	100	✓	10,004	N/A	17.4	N/A			730,280	N/A
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	12/26/12	100	✓	3,090	2,367					225,600	172,769
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	12/30/10	100	✓	3,146	6,062					229,640	442,524
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	06/28/13	100	✓	2,841	3,216					207,420	234,800
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	06/30/10	100	✓	940	N/A	6.7	N/A			37,418	N/A
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	10/30/15	100	✓	1,302	1,221					51,851	48,611
53	10	Tuo	108	E. Sonora Bypass Stage II (EA 34042)	01/10/14	100	✓	656	583			2.0	2.0	25,850	23,100
54	07	Ven SB	101	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	06/27/17	100	✓	1,603	1,603	12.0	12.0			108,528	108,495
CMIA projects amended into program using project cost/award savings															
55	04	Son	101	Central Project - Phase B (EA 0A184)	07/17/13	100	✓	965	965					70,432	70,432
56	03	Sac	80	I-80 HOV Ln Across the Top (EA 3797U)	07/30/17	100	✗	8,425						734,982	
57	10	SJ	5	I-5 HOV Ln and CRCP (EA 0G470)	01/26/17	100	✗	30,302						559,080	
58	05	SLO	101	Santa Maria Bridge (EA 44590)	03/12/15	100	✓	220	203					21,300	20,000
59	11	SD	15	Mira Mesa Direct Access Ramp (EA 2T095)	01/04/16	100	✗	29,386						2,145,180	
60	02	Sha	5	South Redding 6/Lane (EA 4C401)	02/01/13	100	✓	727	727					3,600	3,600
61	03	But	32	But 32 Highway Widening (EA 1E490)	12/11/15	100	✗					1.6			
62	04	Ala	84	Widen Ala 84 Expressway	01/15/20	70		5,682				3.2		452,465	
63	06	Tul	198	Plaza Drive IC / Aux Lns (EA 42370)	08/19/14	100	✓	608	710					7,259	8,476
64	04	Var	Var	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	10/13/15	100	✓	4,000	4,000					59,000	59,000
Bi-County I-215 Gap Closure - Corridor Project															
65	08	SBd Riv	215	I-215 Gap Closure (EA 0M940) combined to 0M94U	08/25/15	100	✓	8,119	3,031	8.0				286,060	221,228
66				Newport Ave OC(EA 0M94U)	08/25/15	100	✓			8.0					
				Corridor Summary	08/25/15			14,571					268,060		
67	04	Son	101	North Project Phase B, Airport IC (EA 3A23U)	08/03/15	100	✓	1,711	1,711					102,654	102,654
68	04	SCI	880	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	12/30/15	100	✓	9,992						885,686	
69	04	SCI	101	Capitol Exp Yerba Buena IC (EA 1G360)	04/14/15	100	✓	3,630						281,078	
70	08	SBd	15	La Mesa Nisqualli Rd IC (EA 0A450)	03/05/14	100	✓	4,447	2,226					333,525	54,748
71	11	SD	805	HOV Lns - SR54 to SR94 (EA 2T180)	12/20/13	100	✓			4.5	4.4				
72	11	SD	805	HOV Lns - Palomar to SR54 (EA 2T181)	04/03/14	100	✓			3.9	3.9				
73	05	SLO	46	Whitley 2A (EA 33077)	08/15/16	100	✓	2,425	2,812			11.2	11.2	164,164	205,297
74	12	Ora	74	SR74 / I-5 IC (EA 0E310)	11/22/16	100	✓	N/A	2,479					N/A	197,411
75	11	SD	805	805 Managed Lns North (Design Build) (EA 2T200)	04/02/18	100	✗			7.6					
76	02	Sha	5	I5/Deschutes Rd IC (EA 34760)	01/24/14	100	✓	630	630						
77	03	Sac	50	SR50 - Watt IC (EA 37120)	01/16/16	100	✓	N/A							
78	05	Mon	101	San Juan IC (EA 31580)	04/28/16	100	✓	884	662					6,424	5,479
79	05	SB	101	Union Valley Pkwy IC (EA 46380)	12/27/13	100	✓	935	781					5,610	4,518
80	08	SBd	10	I-10 Tippecanoe Ave IC (EA 44811)	06/24/15	100	✓	14,571	40					268,060	600
81	11	SD	76	I-5 / SR 76 IC (EA 25714)	10/20/14	100	✓	1,132	1,132					5,773	5,773
82	03	ED	50	US Route 50 HOV Ln (EA 2E510)	03/31/16	100	✗	947						22,728	
83	03	ED	50	Western Placerville IC Ph 1A (EA 37280)	11/30/14	100	✗	115						2,650	
84	08	Riv	215	215 Widening Scottt to Nuevo (EA 0F162)	10/03/18	100		10,232						675,330	
85	08	SBd	15	I15 Ranchero Rd IC (EA 34160)	12/18/15	100	✗	1,400						21,191	
86	04	Ala	680	FPI (EA 4G100)	06/27/13	100	✓	1,112	1,112	0.4	0.4	0.4	0.4	11,481	11,481
87	08	SBd	15	Duncan Canyon Rd IC (EA 0H130)	03/03/17	100	✗	1,322						24,610	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
								Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
88	12	Ora	405	Widen Ramp for Deceleration Lane (EA 0M130)	05/30/14	100	<input checked="" type="checkbox"/>	1,036	980						
89	07	LA	710	Gerald Desmond Bridge (Design Build) (EA 22830)	11/05/19	88									
90	08	SBd	15	I-15 Devore Widening, IC (EA 0K710)	06/30/17	100	<input checked="" type="checkbox"/>	4,196						24,167	

(4) CMIA Bond Program Action Plans

Second Quarter FY 2018-19

(4a) Major Project Issues

Project # 89: Gerald Desmond Bridge (Also in the TCIF program) – \$47,960,000 in additional SHOPP were allocated at the October 2016 CTC meeting. The funds will be used for Redesign of the tower - Construction Capital and Capital Outlay Support oversight to complete the project. The Main Span Bridge Released for Construction design is delayed as well as the main towers construction, the estimated end of construction date is November 5, 2019.

(4b) Project Budgets Supplemented with Local Funds

No project budgets were supplemented with Local funds since the last quarterly report.

(4c) Project Action Plans

(Projects with gray shading are completed and will be removed in the next quarterly report)

Project # 15.2 – Highway 101 Marin-Sonoma Narrows (MSN), Contract A – Project overrun (Con Cap \$11,007) will be addressed with non-bond funds. The MSN B2 construction capital has multiple funding sources and percent split by funding source caused over expenditure for CMIA funding source. The project expenditures are still under the project budget. Expenditure adjustments will be completed as soon as possible.

(5) CMIA Bond Program Funding Adjustments

Second Quarter FY 2018-19

(5a) CMIA Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace CMIA funding on CMIA program projects. The CMIA program project budgets, as reported in this report include \$214,459,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation allowing loans in order to allocate projects ready for construction. The table below outlines the loans made and repayment of loans for the CMIA program.

Project	ARRA Funding (Loan) (\$1,000;s)	Repayment (CMIA Funding) (\$1,000;s)
Caldecott Tunnel Fourth Bore (segment 1)	\$ 73,439	
I-215 North Segments 1 & 2 HOV Lanes	\$ 49,120	
La Barr Meadows	\$ 2,000	
Route 405 Northbound HOV Lanes	\$ 89,900	
State Highway Account Reimbursement		\$ 214,459
Totals	\$ 214,459	\$ 214,459

(5b) CMIA Bond Program Funding Transfers

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. To date, Caltrans has identified a total of \$86.4 million in savings (\$19.4 in project closeouts and \$67 in projected administration savings) in the CMIA program.

Funding Transfers	Project Allocated CMIA Funds	Administration Budget
Program Budget, Allocations through Dec. 31, 2012	\$ 4,410.0 million	\$ 90 million
Project Closeout Savings – de-allocated	-\$ 19.4 million	
Project Closeout Savings – re-allocated to projects	\$ 19.4 million	
Administration Savings – re-allocated to projects	\$ 67.0 million	-\$ 67 million
Revised Allocated Budget Totals	\$ 4,477 million	\$ 23 million



FY 2018-19 Second Quarter Report State Route 99 Program

Quarterly Report to the California Transportation Commission



(1) SR99 Bond Program Summary

Second Quarter FY 2018-19

(1a) SR99 Bond Program Funding

SR99 bond program funds allocated to projects:

#Contracts	Project Allocated Funds	% Allocated
30	\$985 million	99%

In the SR99 bond program budget, \$787 million was allocated for construction. In addition, \$199 million has been allocated for right of way and engineering support costs. \$6 million is set aside for bond administrative costs, leaving \$8 million uncommitted. Additional projects will be programmed using program guidelines.

Two new projects have been added to the SR99

program. The first project is District 10 EA 0Q121 –

Livingston Widening

Northbound, in the

amount of

\$8,716,000, no

expenditures were

noted. It was

programmed on

October 17, 2018 per

resolution R99-P-1819-01. Its

funds will be allocated

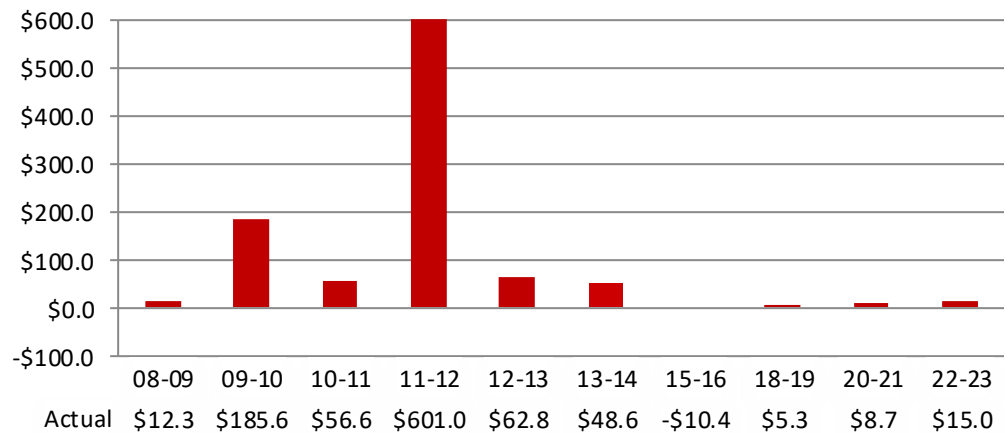
at the March CTC

meeting. The second project is District 06 EA 47090 – Madera 99 Widening, in the amount of

\$14,970,000, no expenditures were noted. It was programmed, and its funds were allocated on

October 17, 2018 per resolution R99-P-1819-01.

SR99 Program Allocations by FY (millions)



(1b) SR99 Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes \$19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.

(1c) SR99 Bond Program Funding and Contributor Funds

	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	\$879 million	88%
SR99 bond program project funds expended reported last quarter:	\$880 million	88%

In the SR99 bond program's \$1 billion dollar budget, \$986 million has been allocated to projects from SR99 bond program funds. In addition, \$505 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to \$1,490 million. The table below shows how SR99 bond program funds and contributor funds were distributed, as well as expenditures to date for SR99 bond program funds.

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

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 139.2	\$ 19.7	\$ 119.5	\$ 113.4	95 %
Capital	\$ 998.9	\$ 212.2	\$ 786.7	\$ 700.6	89 %
Right of Way					
Support	\$ 19.3	\$ 8.3	\$ 11.0	\$ 9.1	83 %
Capital	\$ 187.1	\$ 133.2	\$ 53.9	\$ 38.2	71 %
Preliminary Engineering					
Support	\$ 145.8	\$ 131.3	\$ 14.5	\$ 13.7	95%
Committed Subtotal	\$ 1,490.3	\$ 504.7	\$ 985.6	\$ 875.0	89%
Uncommitted			\$ 8.4		
Percent uncommitted			0.8%		
Bond Administration			\$ 6.0	\$ 4.3	72 %
Program Total			\$ 1000.0	\$ 879.3	88 %

(1d) SR99 Bond Program Project Completions

SR99 bond program construction contracts completed to date:

Contract
Completed

27

Percent Contracts
Completed

90

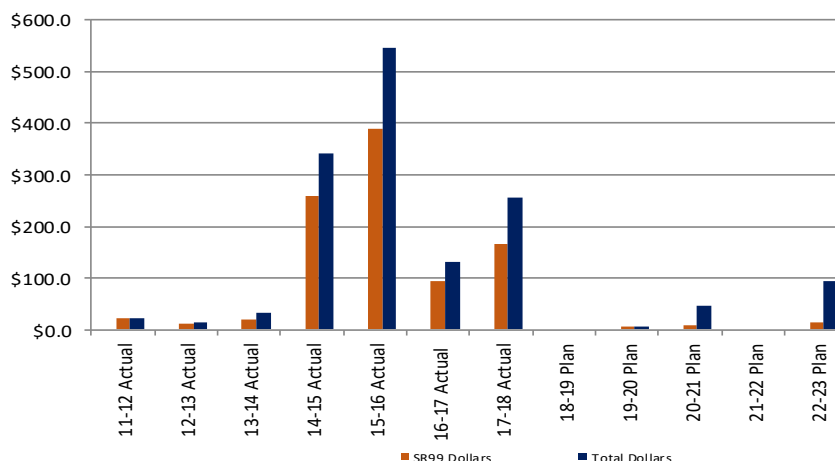
SR99 bond program construction contracts completed reported last quarter:

27

96

To date, a total of 27 projects have received SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 30 construction contracts being administered.

SR99 Bond Program Construction Contracts by Fiscal Year of Completion (millions)



SR99 Bond Program Completions – Projects and Dollars (millions)











	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# FDR's	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	\$ 22	\$ 22	1							1	\$ 22	\$ 22
FY 12-13	2	\$ 14	\$ 11	2							2	\$ 15	\$ 11
FY 13-14	1	\$ 32	\$ 19	1							1	\$ 32	\$ 19
FY 14-15	8	\$340	\$258	8							8	\$ 340	\$ 258
FY 15-16	10	\$547	\$388	10							10	\$ 547	\$ 388
FY 16-17	3	\$130	\$ 93	2							3	\$ 130	\$ 93
FY 17-18	2	\$257	\$166	1							2	\$ 257	\$ 166
FY 18-19													
FY 19-20								1	\$7	\$5	1	\$ 7	\$ 5
FY 20-21								1	\$46	\$9	1	\$ 46	\$ 9
FY 21-22													
FY 22-23								1	\$93	\$15	1	\$ 93	\$ 15
Total Value	27	\$1,344	\$956	25	0	\$ 0	\$ 0	3	\$146	\$29	30	\$1,489	\$ 986












































The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted, is outlined in the table above.

Some rounding may occur.

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

LEGEND

	Estimated cost within budget
	Baseline budget exceeded, non-bond funds added. No CTC action required.
	All bond funds exceeded. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
	The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.
	CCA Not Completed
	Milestone Behind Schedule
	Complete
	Past Due
	In Progress
	PE - Plant Establishment

																		CONSTRUCTION												
																		Support		Capital										
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)		SR99 PROJECT COST (\$1,000's) 1ST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Approved	Expended	Approved	Expended								
1	03	But	99	\$	38,349	\$	20,969	Butte SR 99 Chico Auxiliary Lanes - Phase II	1/20/11	7/8/11	100	2/18/15	2/18/15	100		10/15/15	4/30/23		Caltrans	\$	4,394	\$	5,506		\$	27,290	\$	23,302		
Island Park 6-Lane - Corridor Project																														
2	06	Fre Mad	99	\$	22,313	\$	22,313	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100					Caltrans	\$	3,313	\$	3,313		\$	16,915	\$	16,914		
				\$	65,481	\$	65,481	Corridor Project #2(EA 44262)	4/26/12	10/10/12	100	7/1/16	5/20/16	100					Caltrans (FY 16-17 Q1)	\$	8,500	\$	8,500		\$	44,000	\$	43,745		
				\$	87,794	\$	87,794	Corridor Summary					7/1/16	5/20/16			7/1/18	7/1/20			\$	11,813	\$	11,813		\$	60,915	\$	60,659	
3	06	Mad	99	\$	93,802	\$	59,402	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	6/13/16	6/13/16	100		8/1/17	8/1/19		Caltrans	\$	8,000	\$	7,959		\$	48,802	\$	43,746		
4	10	Mer	99	\$	115,758	\$	79,425	Arboleda Road Freeway	12/15/11	5/14/12	100	5/1/15	5/18/15	100		5/1/16	12/1/23		Caltrans	\$	9,906	\$	9,147		\$	68,560	\$	68,001		
5	10	Mer	99	\$	76,611	\$	65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	5/10/16	5/10/16	100		8/1/16	12/30/22		Caltrans	\$	10,000	\$	9,143		\$	51,398	\$	44,869		
6	03	Sac	99	\$	7,446	\$	5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	2/1/13	2/1/13	100		10/1/14	9/29/16		Caltrans	\$	750	\$	747		\$	5,506	\$	5,299		
7	03	Sac	99	\$	32,470	\$	18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	4/1/14	3/7/14	100		7/1/14	7/1/20		Sac Co	\$	-	\$	-		\$	25,270	\$	24,757		
8	10	SJ	99	\$	214,458	\$	132,256	SR 99 (South Stockton) Widening	6/27/12	12/3/12	100	12/30/16	9/20/17	100		8/2/18	3/9/22		Caltrans (FY 16-17 Q3)	\$	20,000	\$	20,722		\$	113,958	\$	102,121		
SR 99 Widening in Manteca and San Joaquin - Corridor Project																														
9	10	SJ	99		\$	-	Corridor PAED (EA 0E610)																							
				\$	42,178	\$	35,894	Corridor Project #1 (EA 0E611)	12/15/11	3/27/12	100	1/7/15	1/7/15	100					Caltrans	\$	5,250	\$	5,128		\$	30,644	\$	29,416		
				\$	44,996	\$	38,183	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/12/15	10/12/15	100					Caltrans	\$	6,750	\$	6,589		\$	29,543	\$	27,348		
				\$	65,350	\$	12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	12/15/15	12/15/15	100					Caltrans	\$	7,500	\$	6,966		\$	29,481	\$	27,176		
				\$	152,524	\$	86,220	Corridor Summary						10/1/15	12/15/15			7/1/15	9/4/19			\$	19,500	\$	18,683		\$	89,668	\$	83,940
10	03	Sut	99	\$	31,082	\$	19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/1/15	6/30/15	100		1/1/17	7/1/19		Caltrans	\$	3,500	\$	3,500		\$	20,062	\$	19,772		

																				CONSTRUCTION				
				Support		Capital																		
				Approved	Expended	Approved	Expended																	
PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's)	LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Approved	Expended	Approved	Expended	
11	03	Sut	99	\$ 56,725	\$ 53,211		Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	5/15/15	100	✓	5/1/14	4/30/19			Caltrans	\$ 8,500	\$ 8,493		\$ 43,731	\$ 41,284
Los Molinos - Staged Construction Project																								
12	02	Teh	99	\$ 6,986	\$ 4,705	Stage #1	1/13/10	5/5/10	100	12/31/12	4/20/11	100	✓											
				\$ 588	\$ -	Stage #2	1/25/12	5/31/12	100	5/15/13	5/15/13	100	✓						Caltrans	\$ 838	\$ 811		\$ 4,723	\$ 4,577
						Enhancements																		
				\$ 7,574	\$ 4,705	Corridor Summary				12/31/12	5/15/13			12/31/13	2/28/14	✓								
Goshen to Kingsburg 6-Lane - Corridor Project																								
13	06	Tul	99	\$ 101,445	\$ 86,675	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	11/2/15	11/2/15	100	✓						Caltrans	\$ 13,450	\$ 14,863		\$ 75,863	\$ 74,190
				\$ 4,944	\$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	8/1/18	2/24/17	PE	✓						Caltrans (FY16-17 Q1)	\$ 700	\$ 700		\$ 3,752	\$ 3,088
				\$ 106,389	\$ 91,619	Corridor Summary				8/1/18	8/1/18			5/1/21	10/2/20					\$ 14,150	\$ 15,563		\$ 79,615	\$ 77,278
SR 99 projects amended into program using project cost/award savings																								
14	03	Sut	99	\$ 17,244	\$ 15,344		SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	8/13/14	100	✓	12/1/16	12/1/15		✓	Caltrans	\$ 2,500	\$ 2,454		\$ 13,833	\$ 12,844
15	06	Tul	99	\$ 52,707	\$ 46,927		Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	6/24/16	6/24/16	100	✓	12/31/17	7/1/19			Caltrans (FY 16-17 Q1)	\$ 8,200	\$ 8,200		\$ 38,727	\$ 37,544
16	06	Ker	99	\$ 27,350	\$ 24,600		South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/18/14	100	✓	11/15/16	3/23/18		✓	Caltrans	\$ 3,600	\$ 3,557		\$ 21,000	\$ 20,823
17	10	Sta	99	\$ 42,849	\$ 33,401		Kiernan IC	6/27/12	12/11/12	100	7/22/16	10/17/17	100	■	1/22/18	9/15/21			Sta Cty	\$ -	\$ -		\$ 33,401	\$ 33,073
18	06	Ker	99	\$ 10,203	\$ 9,003		North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	7/10/14	100	✓	12/1/15	10/6/16		✓	Caltrans	\$ 1,500	\$ 1,498		\$ 7,500	\$ 7,356
19	10	Mer	99	\$ 65,880	\$ 46,521		Merced Atwater Expwy Ph 1A	3/5/13	6/19/13	100	12/30/16	10/12/16	100	✓	12/1/16	3/1/21			MCAG	\$ -	\$ -		\$ 46,521	\$ 40,594
20	03	Sac	99	\$ 8,981	\$ 5,000		Elk Grove Blvd SR99 IC	3/5/13	8/1/13	100	8/1/14	10/16/15	100	✓	12/1/14	1/31/18		■	Elk Grove	\$ -	\$ 850		\$ 6,896	\$ 6,307
21	03	Sac	99	\$ 1,930	\$ 1,108		Elkhorn Blvd IC	5/7/13	7/1/13	100	7/30/15	7/30/15	100	✓	12/1/14	2/1/19			Sacramento	\$ -	\$ 360		\$ 1,330	\$ 1,298
22	10	Sta	99	\$ 59,551	\$ 41,630		Pelandale Ave IC	10/8/13	3/12/14	100	12/15/16	6/30/17	100	■	12/1/18	8/1/19			Modesto	\$ 50	\$ -		\$ 42,130	\$ 39,299
23	06	Tul	99	\$ 36,050	\$ 7,000		Cartmill Interchange	1/29/14	6/3/14	100	6/7/16	6/7/16	100	✓	7/1/18	7/20/23			Tulare Cty	\$ -	\$ 3,781		\$ 28,181	\$ 24,710
24	03	Sac	99	\$ 7,095	\$ 5,295		West Elkhorn Auxiliary Lanes	3/29/18	5/10/18	100	10/1/19				7/1/24				Caltrans	\$ 1,200	\$ -		\$ 3,300	\$ -
25	10	Mer	99	\$ 46,136	\$ 8,716		Livingston Widening Northbound	10/17/18	6/26/19	0	4/30/21				4/7/25				Caltrans	\$ 2,128	\$ -		\$ 6,588	\$ -
26	06	Mad	99	\$ 92,567	\$ 14,970		Madera 99 Widening	10/17/18	3/15/19	0	7/1/22				7/1/26				Caltrans	\$ 1,250	\$ -		\$ 13,720	\$ -
Total Cost				\$ 1,489,525	\$ 984,584	*Section 1b of SR99 report details SR99 Bond Program funding loans																		

State Route 99 Bond Program Benefits Report

LEGEND

☑ - Complete
 ☒ - Past Due
 ☒ - In Progress
 PE - Plant Establishment

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	Daily Travel Time Savings (hours)		Lane Miles Added		Peak Period Time Savings (minutes)	
								Baseline	Actual*	Baseline	Actual*	Baseline	Actual*
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	2/18/15	100	☑		87.7		1.8	20,684	2,600
2	6	Fre Mad	99	Island Park 6-Lane	5/20/16	100	☑	1,795	1,795			42,881	42,881
3	06	Mad	99	Reconstruct Interchange at Avenue 12	6/13/16	100	☑	32	37			2,533	2940
4	10	Mer	99	Arboleda Road Freeway	5/18/15	100	☑	87	85	16.2	16.2	6,951	6,752
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	5/10/16	100	☑	66	69	9.2	9.2	5,285	5509
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	2/1/13	100	☑	2,914	3251			232092	258881
7	03	Sac	99	SR 99/Elverta Rd. Interchange	3/7/14	100	☑	81	81			6,420	6,420
8	10	SJ	99	SR 99 (South Stockton) Widening	9/20/17	100	☑	4,722	4833	7.2	7.2	376,053	384915
9	10	SJ	99	SR 99 Widening in Manteca and San Joaquin	12/15/15	100	☑	12,592	11,321	16.8	16.8	1002757	901544
10	03	Sut	99	SR 99 / Riego Road Interchange	6/30/15	100	☑	65	1,082				
11	03	Sut	99	Sutter 99 Segment 2	5/15/15	100	☑			6.6	6.4	85	1,010
12	02	Teh	99	Los Molinos	5/15/13	100	☑	Not Applicable-Pedestrian/Bicycle facilities					
13	06	Tul	99	Goshen to Kingsburg 6-Lane	8/1/18	100	☑	3	3	8	8	224	250
14	03	Sut	99	SR 99/113 Interchange	8/13/14	100	☑	318	311			25363	24740

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	Daily Travel Time Savings (hours)		Lane Miles Added		Peak Period Time Savings (minutes)	
								Baseline	Actual*	Baseline	Actual*	Baseline	Actual*
15	06	Tul	99	Tulare to Goshen 6 Ln	6/24/16	100	☑	3	3	8	8	224	250
16	06	Ker	99	South Bakersfield Widening	9/18/14	100	☑	3,061	3,265			117,240	77,999
17	10	Sta	99	Kiernan IC	10/17/17	100	☒	3,276				155,500	
18	06	Ker	99	North Bakersfield Widening	7/10/14	100	☑	1510	1,062			2533	25,371
19	10	Mer	99	Merced Atwater Expwy Ph 1A	10/12/16	100	☑	410	413			32661	32857
20	03	Sac	99	Elk Grove Blvd SR99 IC	10/16/15	100	☑	630	650			25,750	19,390
21	03	Sac	99	Elkhorn Blvd IC	7/30/15	100	☑	145	140			1,600	1549
22	10	Sta	99	Pelandale Ave IC	6/30/17	100	☒	6,595				79,140	
23	06	Tul	99	Cartmill Interchange	6/7/16	100	☑	Not Applicable-Modify Interchange					
24	03	Sac	99	West Elkhorn Auxiliary Lanes	10/1/19								
25	10	Mer	99	Livingston Widening Northbound	4/30/21								
26	06	Mad	99	Madera 99 Widening	7/1/22								

*Reported Actual Benefits are being verified for accuracy

(3) SR99 Action Plans

Second Quarter FY 2018-19

(3a) Major Project Issues

The following project has major issues that may result in action plans at a later date to adjust the project schedule or budget.

Project # 8 - SR 99 (South Stockton) Widening - District proposes to increase R/W Support from \$7,000,000 to \$8,100,000 and Construction Support from \$20,000,000 to \$22,000,000. It is also proposed to decrease R/W Capital from \$55,470,000 to \$39,605,000, so there will be a significant net decrease in the total project cost. All changes are pending the confirmation of EAC values.



FY 2018-19 Second Quarter Report Local Bridge Seismic Retrofit Program

Federal Fiscal Year 2019

**Quarterly Report to the
California Transportation
Commission**



Local Bridge Seismic Retrofit Program Status

Second Quarter Fiscal Year 2018-19

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

In previous quarterly reports, we have reported changes that had reduced the number of bond funded bridges to 375.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides \$125 million of state matching funds to complete LBSRP. These funds are to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes \$2.5 million set aside for bond administrative costs. An additional \$32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current \$8.2 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates

bond funds on a first come, first serve basis for new phases of right of way and construction.

The Commission has allocated \$13.3 million, \$4.4 million, \$12.2 million, 5.2 million, \$4.1 million, \$11.2 million, 7 million, 10.2 million, 9.8 million, \$2.2, and \$8,947,773 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18, 2018-19 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged \$24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, \$21.64 million of State match funds and \$64.1 million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$85.74 million. The match needs for FY 2010/11 used state funds remaining from the exchange mentioned above.

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

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on all 375 bridges in the program, the design phase has been completed on 325 bridges, construction is underway on 17 bridges, and retrofit is complete on 311 bridges.

Caltrans and local agencies with seismic retrofit bridges that have not completed environmental phase have signed Project Deliver Agreements. Signed Project Delivery Agreements are attached to this report.

Project Benefits

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

FFY 2019 Bond Program Accomplishments

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

Local agencies have identified nine bridges to be delivered in FFY 2019.

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

Local Agency	Br. No.	Project	Milestone

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete) as of 9/30/18	Design Phase (% Complete) as of 12/31/18
08	Riverside	56C0071	Mission Boulevard	\$2,518,000	9/15/20	0	0
04	Orinda	28C0331	Bear Creek	\$11,929	10/1/20	10	10
04	Contra Costa County	28C0442	Marsh Drive	\$506,928	1/4/21	15	25
04	Orinda	56C0330	Miner Road	\$144,000	1/29/21	10	10
08	Barstow	54C0583	Yucca Street	\$50,000	7/5/21	0	0
08	Lake Elsinore	56C0309	Auto Center Drive	\$379,794	2/1/21	0	0
11	Imperial County	58C0014	Forrester Road	\$725,569	8/21/21	0	0
08	Barstow	54C0089	North 1 st Avenue	\$82,010	9/1/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	\$2,992,454	10/2/23	15	18
11	Oceanside	57C0010	Douglas Boulevard	\$743,065	11/12/23	0	0

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2019. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2019 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 2019

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 12/31/18	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	\$980,000		
04	Sonoma County	20C0262	Boyces Boulevard	Construction	\$67,673		
07	Los Angeles County	53C0084	Slauson Avenue	Construction	\$128,805		
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River (AC Conversion)	Construction	\$5,972,637		
08	Barstow	54C0088	North 1st Avenue	Construction	\$350,000		
08	Indio	56C0084	Jackson Street	Construction	\$277,777		
10	Stanislaus County	38C0010	Crows Landing	Construction	\$573,500		
10	Stanislaus County	38C0004	Hickman Road	Construction	\$582,103		
11	Imperial County	58C0094	Winterhaven Drive	Construction	\$15,278		
			Total		\$8,947,773		

Programmed Projects that had Advanced Sub-allocation in FFY 2019

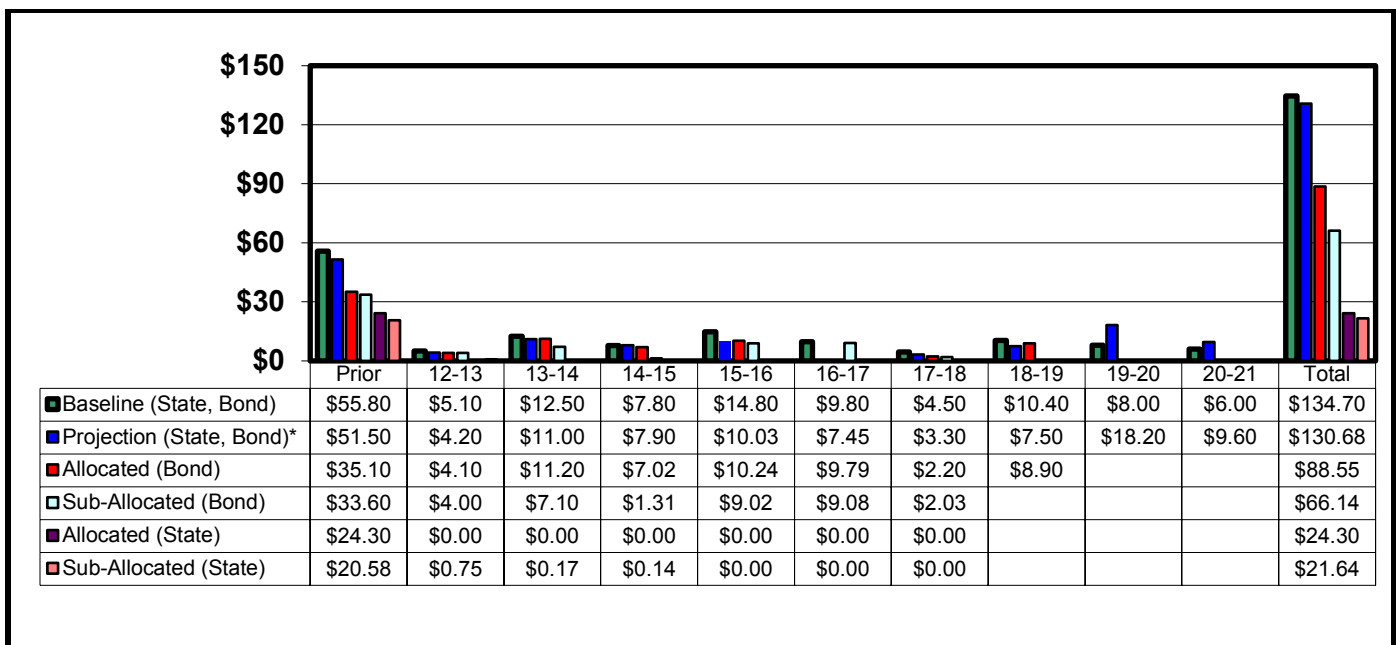
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 12/31/18	State Funds

Allocation Summary

	Funds allocated for FY 2018-19	Sub-allocation as of 12/31/2018				Remaining Allocation for FFY 2018
		Projects programmed in FFY 2019		Projects advanced to FFY 2019		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$8,947,773					\$8,947,773
State	\$2,645,341*					\$2,645,341
Total	\$11,593,114					\$11,593,114

*Remaining state allocation carried over from FY 2008-09

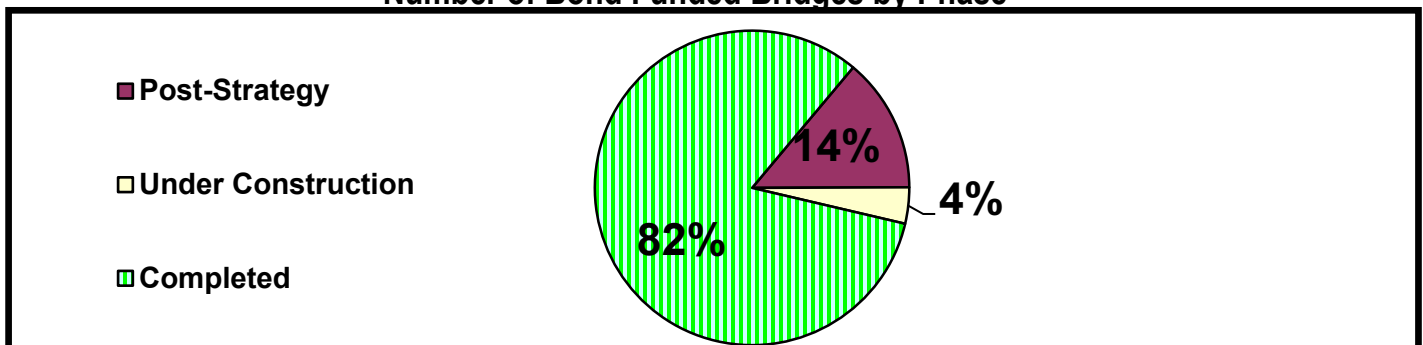
LBSRP Bond and State Capital Allocations (millions)



Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement. The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.

* Projection is based on LA-ODIS information for second quarter of FFY 2018-19. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2019 federal fiscal year.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	\$122.5	\$79.65	\$66.1
State RW & Const.	\$32.9	\$24.30	\$21.64
Total	\$155.4	\$103.95	\$87.74
Bond Administrative Cost	\$2.5	\$2.5	\$2.5

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

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	5	5	59	69
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	7	1	0	8
All Other Agencies	59	0	35	11	77	123
Total	63	0	47	17	311	375
Status per December 31, 2018 Report	63	0	47	17	311	375
Status per Year-End Report for September 30, 2018	63	0	47	17	311	375

Some agencies have requested to Re-Strategy two bridges that completed Pre-Strategy phase.

They have not send in their formal request.

Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.

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

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

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbara County	Funded by other sources	427
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381
381	1		City of San Diego	Funded by other sources	380
380	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378
378	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376
376	1		City of Santee	No Retrofit needed	375

375 Bridges Remaining in the Program – 311 Bridges Completed = 64 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	FINAL DELIVERY REPORT APPROVED
01	Humboldt County	04C0055	Mattole Road (Honeydew)	\$3,441	\$688,200		1/31/21	12/25/20	12/31/23	50% Design	✓	✓	✗	
01	Humboldt County	04C0104	Waddington Road	\$1,147	\$150,000				12/1/17	99% Construction	✓	✗	✗	
01	Mendocino County	10C0034	Eureka Hill Road	\$0	\$464,535		8/15/20	8/15/19	3/31/21	75% Design 87% ROW	✓	✗	✗	
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$4,574,950		12/15/18	12/15/18	10/18/21	75% Design 20% ROW	✓	✗	✗	
04	Concord	28C0442	Marsh Drive	\$0	\$506,928		6/30/20	8/31/20	4/30/23	25% Design	✓	✓	✗	
04	Fremont	33C0128	Niles Boulevard	\$0	\$589,299				12/31/18	98% Construction	✓	✗	✗	
04	Oakland	33C0030	Embarcadero Street	\$0	\$1,696,681				12/31/18	65% Construction	✓	✗	✗	
04	Oakland	33C0148	23rd Avenue	\$108,965	\$1,149,868			12/31/19	12/31/19	50% ROW 5% Construction	✓	✗	✗	
04	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968		2/20/20	9/19/19	2/22/21	55% Design	✓	✗	✗	
04	Orinda	28C0330	Miner Road	\$3,854	\$141,091		11/30/21	1/4/21	1/1/22	10% Design	✓	✓	✗	
04	Orinda	28C0331	Bear Creek Road	\$0	\$11,929		10/1/20	7/31/20	12/31/21	10% Design	✓	✓	✗	
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$44,214				1/25/20	Waiting Award	✓	✓	✗	
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	\$0	\$47,890		9/30/19	9/30/19	7/31/21	76% Design 76% ROW	✓	✗	✗	
04	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	\$63,085	\$2,471,629		9/30/19	9/30/19	7/31/21	77% Design 77% ROW	✓	✗	✗	
04	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	\$34,410	\$1,096,115		9/30/19	9/30/19	6/30/21	75% Design 75% ROW	✓	✗	✗	
04	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	\$0	\$223,487		9/30/19	9/30/19	7/31/21	77% Design 77% ROW	✓	✓	✗	
04	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$264,672		12/31/17	12/31/17	12/30/19	76% Design 76% ROW	✓	✗	✗	
04	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$65,450		9/30/19	9/30/19	7/31/21	77% Design 77% ROW	✓	✓	✗	
04	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$35,119		9/30/19	9/30/19	7/31/21	77% Design 77% ROW	✓	✓	✗	
04	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$0	\$46,294		9/30/19	9/30/19	7/31/21	77% Design 77% ROW	✓	✓	✗	
04	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$114,700	\$8,888,946				12/31/18	99% Construction	✓	✓	✗	

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
04	Sonoma County	20C0017	Watmaugh Road	\$28,675	\$573,500		10/1/20	10/20/21	12/27/23	88% Design	✓	✓	✗	
04	Sonoma County	20C0018	Bohemian Highway	\$45,880	\$1,912,508		9/1/21	9/30/23	12/26/25	18% Design	✓	✗	✗	
04	Sonoma County	20C0155	Wohler Road	\$11,470	\$1,591,563		5/31/18	9/29/21	12/31/23	98% Design 87% ROW	✓	✗	✗	
04	Sonoma County	20C0262	Boyes Boulevard	\$74,555	\$676,730		3/1/18	10/30/18	11/30/20	97% ROW	✓	✗	✗	
04	Vallejo	23C0152	Sacramento Street	\$0	\$219,000			5/31/19	12/31/19	95% Design 50% ROW	✓	✗	✗	
05	Monterey County	44C0009	Nacimiento Lake Drive	\$34,339	\$0		12/31/08	12/31/18	12/31/19	98% Design 97% ROW	✓	✓	✗	
05	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$229,400				6/19/19	99% Construction	✓	✓	✗	
05	Santa Barbara County	51C0006	Floradale Avenue	\$29,822	\$1,468,389		10/31/19	10/31/19	12/21/25	99% Design 50% ROW	✓	✗	✗	
05	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$244,175				12/31/18	99% Construction	✓	✗	✗	
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		4/30/19	4/30/19	4/1/20	97% Design 95% ROW	✓	✗	✗	
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220				12/31/19	Waiting Award	✓	✓	✗	
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220				12/31/19	Waiting Award	✓	✓	✗	
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780				8/28/19	50% Construction	✓	✗	✗	
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				11/30/18	99% Construction	✓	✓	✗	
07	Los Angeles	53C1880	Sixth Street	\$0	\$31,851,593		3/20/19	12/31/21	12/31/21	46% Construction	✓	✗	✗	
07	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371		12/31/18	6/30/19	9/30/22	87% Design 30% ROW	✓	✗	✗	
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		12/31/18	No R/W	6/30/22	87% Design	✓	✓	✗	
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		12/31/18	6/30/19	9/30/22	87% Design 30% ROW	✓	✓	✗	
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		12/31/18	6/30/19	9/30/22	87% Design 30% ROW	✓	✓	✗	
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805				3/30/22	Waiting Award	✓	✓	✗	
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429		4/30/20	5/30/20	9/30/22	87% Design	✓	✓	✗	

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

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	FINAL DELIVERY REPORT APPROVED
08	Barstow	54C0088	North 1st Avenue	\$0	\$350,000		5/6/19	5/1/19	5/3/21	5% Design	✓	✗	✗	
08	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	1/2/19	7/5/21	7/5/21	3/5/23	25% Strategy	✓	✓	✗	
08	Barstow	54C0583	Yucca Street	\$0	\$50,000	1/4/21	7/2/21	7/5/21	7/4/22	Request Re-Strategy	✓	✗	✗	
08	Colton	54C0077	La Cadena Drive	\$0	\$134,199		12/31/18	No R/W	9/30/21	95% Design	✓	✓	✗	
08	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285		12/31/19	No R/W	12/31/21	90% Design	✓	✓	✗	
08	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384		12/31/18	No R/W	9/30/21	95% Design 95% ROW	✓	✓	✗	
08	Grand Terrace	54C0379	Barton Road	\$0	\$52,188				6/30/21	Design Phase Started	✓	✓	✗	
08	Indio	56C0084	Jackson Street	\$0	\$277,777				10/25/19	Design Complete	✓	✗	✗	
08	Indio	56C0292	North Bound Indio Boulevard	\$5,735	\$241,868				11/28/19	Design Complete	✓	✗	✗	
08	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$379,794	10/31/18	6/30/20	No R/W	11/30/21	99% Strategy	✓	✗	✗	
08	Riverside County	56C0071	Mission Boulevard/Buena Vista	\$57,350	\$2,518,000	11/15/18	7/15/20	7/15/20	7/15/23	58% Strategy	✓	✗	✗	
08	San Bernardino	54C0066	Mount Vernon Avenue	\$0	\$3,452,670		10/4/19	10/4/19	2/24/23	30% Design	✓	✓	✗	
10	San Joaquin County	38C0032	Mchenry Avenue	\$0	\$238,576				4/24/20	25% Construction	✓	✓	✗	
10	Stanislaus County	38C0003	Santa Fe Avenue	\$0	\$536,796				12/31/19	10% Construction	✓	✓	✗	
10	Stanislaus County	38C0004	Hickman Road	\$0	\$820,105		3/1/19	3/1/19	9/30/20	65% Design	✓	✓	✗	
10	Stanislaus County	38C0010	Crows Landing	\$0	\$745,550		12/31/18	No R/W	12/30/20	70% Design	✓	✓	✗	
10	Stanislaus County	39C0001	River Road	\$0	\$670,995		6/15/19	4/15/19	2/25/21	27% Design	✓	✓	✗	
10	Tracy	29C0126	Eleventh Street	\$0	\$2,278,743				12/30/17	18% Construction	✓	✗	✗	
11	Imperial County	58C0014	Forrester Road	\$28,675	\$725,569	12/21/18	7/21/20	1/21/21	2/21/22	10% Design	✓	✗	✗	
11	Imperial County	58C0094	Winterhaven Drive	\$0	\$152,780		4/21/18	No R/W	1/21/19	90% Design	✓	✗	✗	
11	Oceanside	57C0010	Douglas Drive	\$0	\$2,090,866	6/24/19	11/11/24	No R/W	8/19/26	5% Strategy	✓	✗	✗	

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
01	Humboldt County	04C0007	Bald Hills Road	\$0	\$649,334					Project Complete	✓	✓	✓	
01	Humboldt County	04C0207	Williams Creek Road	\$0	\$140,080					Project Complete	✓	✓	✓	YES
01	Mendocino County	10C0048	Moore Street	\$5,337	\$169,229					Project Complete	✓	✓	✓	YES
01	Mendocino County	10C0084	School Way	\$0	\$476,025					Project Complete	✓	✓	✓	
02	Redding	06C0108L	Cypress Avenue West Bound	\$0	\$114,700					Project Complete	✓	✓	✓	YES
02	Redding	06C0108R	Cypress Avenue East Bound	\$0	\$114,700					Project Complete	✓	✓	✓	YES
02	Tehama County	08C0009	Bowman Road	\$9,000	\$1,123,900					Project Complete	✓	✓	✓	YES
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510					Project Complete	✓	✓	✓	YES
03	Placer County	19C0060	Auburn-Foresthill Road	\$0	\$5,558,133					Project Complete	✓	✓	✓	YES
03	Yolo County	22C0074	County Road 57	\$2,556	\$225,697					Project Complete	✓	✓	✓	YES
04	Alameda	33C0230	Ballena Boulevard	\$0	\$62,309					Project Complete	✓	✓	✓	YES
04	Alameda County	33C0026	High Street	\$0	\$121,194					Project Complete	✓	✓	✓	YES
04	Alameda County	33C0027	Park Street	\$0	\$91,211					Project Complete	✓	✓	✓	YES
04	Alameda County	33C0147	Fruitvale Avenue	\$0	\$50,715					Project Complete	✓	✓	✓	YES
04	Alameda County	33C0237	Elgin Street	\$0	\$8,819					Project Complete	✓	✓	✓	YES
04	Antioch	28C0054	Wilbur Avenue	\$0	\$917,600					Project Complete	✓	✓	✓	
04	Healdsburg	20C0065	Healdsburg Avenue	\$0	\$244,311					Project Complete	✓	✓	✓	
04	Oakland	33C0178	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0179	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0180	Park Boulevard	\$0	\$77,756					Project Complete	✓	✓	✓	YES
04	Oakland	33C0202	Hegenberger Road	\$0	\$659,686					Project Complete	✓	✓	✓	

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
04	Oakland	33C0238	Campus Drive	\$0	\$113,072					Project Complete	✓	✓	✓	YES
04	Oakland	33C0253	Coliseum Way	\$0	\$497,029					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	\$0	\$69,837					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	\$0	\$104,756					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	\$0	\$120,275					Project Complete	✓	✓	✓	YES
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	\$0	\$93,116					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	\$636,279	\$6,968,709					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	\$0	\$501,754					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	\$0	\$344,329					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (19 Bridges)	\$0	\$367,876					Project Complete	✓	✓	✓	YES
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	\$0	\$124,083					Project Complete	✓	✓	✓	YES
04	San Francisco International Airport	35C0133	Departing Flight Traffic	\$0	\$1,467,021					Project Complete	✓	✓	✓	YES
04	San Jose	37C0052L	Southwest Expressway	\$0	\$35,678					Project Complete	✓	✓	✓	YES
04	San Jose	37C0701	East Julian Street	\$0	\$83,164					Project Complete	✓	✓	✓	YES
04	San Jose	37C0732	East William Street	\$0	\$15,762					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0121	Shoreline Boulevard	\$0	\$54,107					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0173	Aldercroft Heights Road	\$0	\$93,460					Project Complete	✓	✓	✓	YES
04	Santa Clara County	37C0183	Central & Lawrence Expressway	\$0	\$82,549					Project Complete	✓	✓	✓	YES
04	Sonoma County	20C0141	Annapolis Road	\$0	\$154,327					Project Complete	✓	✓	✓	YES

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
04	Union City	33C0111	Decoto Road	\$0	\$522,223					Project Complete	✓	✓	✓	
04	Union City	33C0223	Whipple Road	\$0	\$94,607					Project Complete	✓	✓	✓	YES
05	King City	44C0059	First Street	\$0	\$39,342					Project Complete	✓	✓	✓	YES
05	Monterey County	44C0115	Schulte Road	\$0	\$441,900					Project Complete	✓	✓	✓	YES
05	Monterey County	44C0151	Peach Tree Road	\$20,847	\$201,816					Project Complete	✓	✓	✓	
05	Monterey County	44C0158	Lonoak Road	\$0	\$233,250					Project Complete	✓	✓	✓	
05	San Benito County	43C0043	Lone Tree Road	\$0	\$194,891					Project Complete	✓	✓	✓	YES
05	San Luis Obispo County	49C0338	Moonstone Beach	\$0	\$68,034					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0002	San Marcos Road	\$0	\$109,874					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0039	Rincon Hill Road	\$1,889	\$71,841					Project Complete	✓	✓	✓	YES
05	Solvang	51C0008	Alisal Road	\$181	\$107,151					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0014	Jalama Road	\$0	\$73,497					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0016	Jalama Road	\$0	\$55,842					Project Complete	✓	✓	✓	YES
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	\$3,885	\$170,308					Project Complete	✓	✓	✓	
05	Santa Barbara County	51C0173	Santa Rosa Road	\$4,553	\$166,734					Project Complete	✓	✓	✓	YES
05	Santa Cruz	36C0103	Soquel Drive	\$0	\$24,380					Project Complete	✓	✓	✓	YES
06	Department of Water Resources	42C0140	West Shields Avenue	\$0	\$34,241					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0141	North Russell Avenue	\$0	\$58,936					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0143	West Nees Avenue	\$0	\$56,543					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0156	West Jayne Avenue	\$0	\$27,137					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	\$0	\$23,983					Project Complete	✓	✓	✓	

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
06	Department of Water Resources	42C0173	West Manning Avenue	\$0	\$21,228					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0245	West Panoche Road	\$0	\$19,160					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0370	West Clarkson Avenue	\$0	\$27,773					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0371	South El Dorado Avenue	\$0	\$26,933					Project Complete	✓	✓	✓	
06	Department of Water Resources	42C0425	West Gale Avenue	\$0	\$28,692					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0071	Avenal Cutoff	\$0	\$26,397					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0123	Plymouth Avenue	\$0	\$30,448					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0124	30th Avenue	\$0	\$33,128					Project Complete	✓	✓	✓	
06	Department of Water Resources	45C0125	Quail Avenue	\$0	\$32,441					Project Complete	✓	✓	✓	
06	Department of Water Resources	50C0123	Old River Road	\$0	\$36,762					Project Complete	✓	✓	✓	
06	Fresno County	42C0098	South Calaveras Avenue	\$0	\$30,923					Project Complete	✓	✓	✓	YES
06	Fresno County	42C0281	West Sierra Avenue	\$0	\$40,681					Project Complete	✓	✓	✓	YES
06	Tulare County	46C0027	Avenue 416	\$0	\$498,711					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C0096	Fletcher Drive	\$0	\$848,780					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1010	North Main Street	\$0	\$965,295					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1184	4th Street	\$0	\$148,178					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1335	Tampa Avenue	\$0	\$59,644					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1388	Winnetka Ave	\$0	\$45,306					Project Complete	✓	✓	✓	YES
07	Los Angeles	53C1875	Avenue 26	\$0	\$409,953					Project Complete	✓	✓	✓	
07	Los Angeles County	53C0031	Alondra Boulevard	\$0	\$36,476					Project Complete	✓	✓	✓	YES

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0036	Beverly Boulevard	\$0	\$156,935					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0070	East Fork Road	\$0	\$329,229					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0082	Washington Boulevard	\$0	\$12,815					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0085	Florence Avenue	\$0	\$33,325					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0106	Imperial Highway	\$0	\$117,037					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0138	Union Pacific Railroad	\$0	\$3,766					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0139	College Park Drive	\$0	\$12,606					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0178	Valley Boulevard	\$0	\$236,783					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0261	Avalon Boulevard	\$0	\$30,718					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0266	Willow Street	\$0	\$34,103					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0289	Azusa Avenue	\$0	\$405,399					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0329	Garey Avenue	\$0	\$30,869					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0375	Foothill Boulevard	\$0	\$287,750					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0377	Foothill Boulevard	\$0	\$60,835					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0445	Slauson Avenue	\$0	\$209,093					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0458	Union Pacific Railroad	\$0	\$32,388					Project Complete	✓	✓	✓	
07	Los Angeles County	53C0459	Wilmington Avenue 223	\$0	\$173,933					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0471	Washington Boulevard	\$0	\$62,400					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0495	Irwindale Avenue	\$0	\$12,150					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0531	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$89,294					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0575	Artesia Boulevard	\$0	\$60,486					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0590	Union Pacific Railroad	\$0	\$8,592					Project Complete	✓	✓	✓	YES

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0592	Cherry Avenue	\$0	\$7,833					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0594	Long Beach Boulevard	\$0	\$18,015					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$16,151					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0599	Alameda Street	\$0	\$131,923					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0671	Azusa Canyon Road	\$0	\$12,540					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0807	Avenue T	\$0	\$126,437					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	\$0	\$15,088					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	\$0	\$51,404					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0867	Soto Street	\$0	\$357,666					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0885	Long Beach Freeway	\$0	\$29,393					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0890L	Queens Way-South Bound	\$0	\$268,943					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0890R	Queens Way-South Bound	\$0	\$268,943					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0892L	Queens Way South Bound	\$0	\$273,821					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0892R	Queens Way North Bound	\$0	\$273,821					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0897	S.P.T.C. R R	\$0	\$15,990					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0916	First Street	\$0	\$19,658					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0918	First Street	\$0	\$19,658					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0930	9th Street	\$0	\$259,726					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0931	10th Street Off Ramp	\$0	\$722,148					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0933	7th Street On Ramp	\$0	\$79,055					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0934	6th Street Off Ramp	\$0	\$380,774					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C0951	Garey Avenue	\$0	\$27,418					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C1577	Oleander Avenue	\$0	\$17,584					Project Complete	✓	✓	✓	YES

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

Phase Complete
 Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C1829	Oak Grove Drive	\$0	\$242,594					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C1851	Oak Grove Drive	\$0	\$243,263					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C1909	AT & SF Railroad	\$0	\$29,067					Project Complete	✓	✓	✓	YES
07	Los Angeles County	53C1915	4th Street	\$0	\$37,502					Project Complete	✓	✓	✓	YES
08	Colton	54C0078	La Cadena Drive	\$0	\$13,092					Project Complete	✓	✓	✓	
08	Colton	54C0079	La Cadena Drive	\$0	\$23,820					Project Complete	✓	✓	✓	
08	Colton	54C0375	West C Street	\$0	\$7,527					Project Complete	✓	✓	✓	
08	Colton	54C0384	C Street	\$0	\$13,639					Project Complete	✓	✓	✓	
08	Colton	54C0599	Rancho Avenue	\$0	\$35,367					Project Complete	✓	✓	✓	
08	Department of Water Resources	54C0449	Ranchero Street	\$0	\$175,000					Project Complete	✓	✓	✓	
08	Department of Water Resources	54C0451	Mesquite Street	\$0	\$44,000					Project Complete	✓	✓	✓	
08	Department of Water Resources	54C0452	Maple Avenue	\$0	\$132,000					Project Complete	✓	✓	✓	
08	Department of Water Resources	54C0495	Goodwin Drive	\$0	\$29,000					Project Complete	✓	✓	✓	
08	Department of Water Resources	54C0496	Duncan Road	\$0	\$31,000					Project Complete	✓	✓	✓	
08	Indio	56C0291	Jackson Street	\$0	\$237,795					Project Complete	✓	✓	✓	YES
08	Loma Linda	54C0130	Anderson Street	\$0	\$25,052					Project Complete	✓	✓	✓	YES
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	\$0	\$1,316,701					Project Complete	✓	✓	✓	YES
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	\$0	\$1,316,701					Project Complete	✓	✓	✓	YES
08	Riverside County	56C0017	River Road	\$0	\$21,678					Project Complete	✓	✓	✓	YES
10	Department of Water Resources	39C0250	Mccabe Road	\$0	\$18,810					Project Complete	✓	✓	✓	

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
10	Department of Water Resources	39C0252	Butts Road	\$0	\$26,402					Project Complete	✓	✓	✓	
10	Department of Water Resources	39C0314	Mervel Avenue	\$0	\$43,031					Project Complete	✓	✓	✓	
10	Modesto	38C0050	Carpenter Road	\$0	\$1,126,801					Project Complete	✓	✓	✓	
10	San Joaquin County	29C0187	Airport Way	\$0	\$420,730					Project Complete	✓	✓	✓	YES
10	Stanislaus County	38C0048	Geer Road	\$0	\$141,655					Project Complete	✓	✓	✓	YES
10	Stanislaus County	38C0202	Pete Miller Road	\$0	\$44,733					Project Complete	✓	✓	✓	YES
11	Del Mar	57C0207	North Torrey Pines Road	\$0	\$2,679,446					Project Complete	✓	✓	✓	YES
11	San Diego	57C0416	First Avenue	\$0	\$698,119					Project Complete	✓	✓	✓	YES
12	Newport Beach	55C0149L	South Bound Jamboree Road	\$0	\$57,003					Project Complete	✓	✓	✓	YES
12	Newport Beach	55C0149R	North Bound Jamboree Road	\$0	\$48,907					Project Complete	✓	✓	✓	YES
12	Newport Beach	55C0151	Bayside Drive	\$0	\$18,044					Project Complete	✓	✓	✓	YES
12	Orange County	55C0038	Santiago Canyon Road	\$0	\$63,477					Project Complete	✓	✓	✓	YES
12	Orange County	55C0655	John Wayne Airport - Macarthur	\$0	\$457,185					Project Complete	✓	✓	✓	YES
12	Orange County	55C0656	Route 55 Departures	\$0	\$106,800					Project Complete	✓	✓	✓	YES
12	Orange County	55C0657	Macarthur	\$0	\$39,254					Project Complete	✓	✓	✓	YES
12	Orange County	55C0658	Departures Traffic	\$0	\$182,292					Project Complete	✓	✓	✓	YES
			Total	\$1,421,021	\$129,245,518									

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
02	Lassen County	07C0070	Road306/Capezooli							Bridge Removed				
02	Lassen County	07C0088	County Road 417							Bridge Removed				
02	Tehama County	08C0008	Evergreen Road							Bridge Removed				
03	Nevada County	17C0045	Hirschdale Road							Bridge Removed				
03	Nevada County	17C0046	Hirschdale Road							Bridge Removed				
04	Fairfax	27C0144	Creek Road							Bridge Removed				
04	Larkspur	27C0150	Alexander Avenue							Bridge Removed				
04	Oakland	33C0181	East 14th Street							Bridge Removed				
04	Oakland	33C0182	East 12th Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0051	Quint Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue							Bridge Removed				
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)							Bridge Removed				
04	San Jose	37C0299	Belt (Auzerias Street)							Bridge Removed				
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)							Bridge Removed				
04	Santa Clara County	37C0159	Alamitos Road							Bridge Removed				
04	Sonoma County	20C0005	Geysers Road							Bridge Removed				
04	Sonoma County	20C0139	Wohler Road							Bridge Removed				
04	Sonoma County	20C0242	Chalk Hill Road							Bridge Removed				
04	Sonoma County	20C0248	Lambert Bridge Road							Bridge Removed				
04	Sonoma County	20C0407	West Dry Creek Road							Bridge Removed				
05	Monterey County	44C0099	Boronda Road							Bridge Removed				

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
05	Monterey County	44C0042	Union Pacific Railroad & Amtrak							Bridge Removed				
05	San Benito County	43C0027	Panoche Road							Bridge Removed				
05	Santa Barbara	51C0144	Southern Pacific Transportation Company							Bridge Removed				
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0250	Chapala Street							Bridge Removed				
06	Fresno County	42C0280	West Althea Avenue							Bridge Removed				
06	Department of Water Resources	50C0113	Elk Hills Road							Bridge Removed				
07	Los Angeles	53C0784	At&Sf RR							Bridge Removed				
07	Los Angeles	53C0884	Ocean Boulevard							Bridge Removed				
07	Los Angeles	53C1362	Vanowen Street							Bridge Removed				
07	Los Angeles County	53C1710	Fruitland Avenue							Bridge Removed				
08	Indio	56C0283	S/B Indio Blvd.							Bridge Removed				
10	Merced County	39C0339	Canal School Road							Bridge Removed				
11	Imperial County	58C0092	Araz Road							Bridge Removed				
11	San Diego	57C0015	North Harbor Drive							Bridge Removed				
11	Oceanside	57C0322	Hill Street							Bridge Removed				
11	San Diego	57C0418	Georgia Street							Bridge Removed				
11	Santee	57C0398	Carlton Oaks Drive							Bridge Removed				
12	Newport Beach	55C0015	Park Avenue							Bridge Removed				

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule



FY 2018-19 Second Quarter Report State-Local Partnership Program

Quarterly Report to the California Transportation Commission



State-Local Partnership Program Progress Report
--

SUMMARY:

This report covers the second quarter of the State Fiscal Year (FY) 2018-19 for the State-Local Partnership Program (SLPP). There were 279 allocations with a total value of \$981 million in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All \$981 million has been allocated. Three of the allocated projects have been removed by the respective agencies; the remaining 276 allocations total \$980 million in programmed SLPP funds. There are 257 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. Based on the programmed amounts for the open projects and the actual amounts for the closed projects, these 257 projects have a total project cost of \$11.7 billion, total construction cost of \$9.5 billion and a total SLPP amount of \$963 million. Currently there are 12 projects still in construction and 232 projects are completed with approved Final Delivery Reports and 10 more projects have submitted Final Delivery Reports that are still in review.

The SLPP was set at \$200 million each year for five years, for a total of \$1 billion. It is split into two sub-programs. The first is a “formula” based program and the second is a “competitive” based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that were not programmed in either the “formula” or “competitive” programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming.

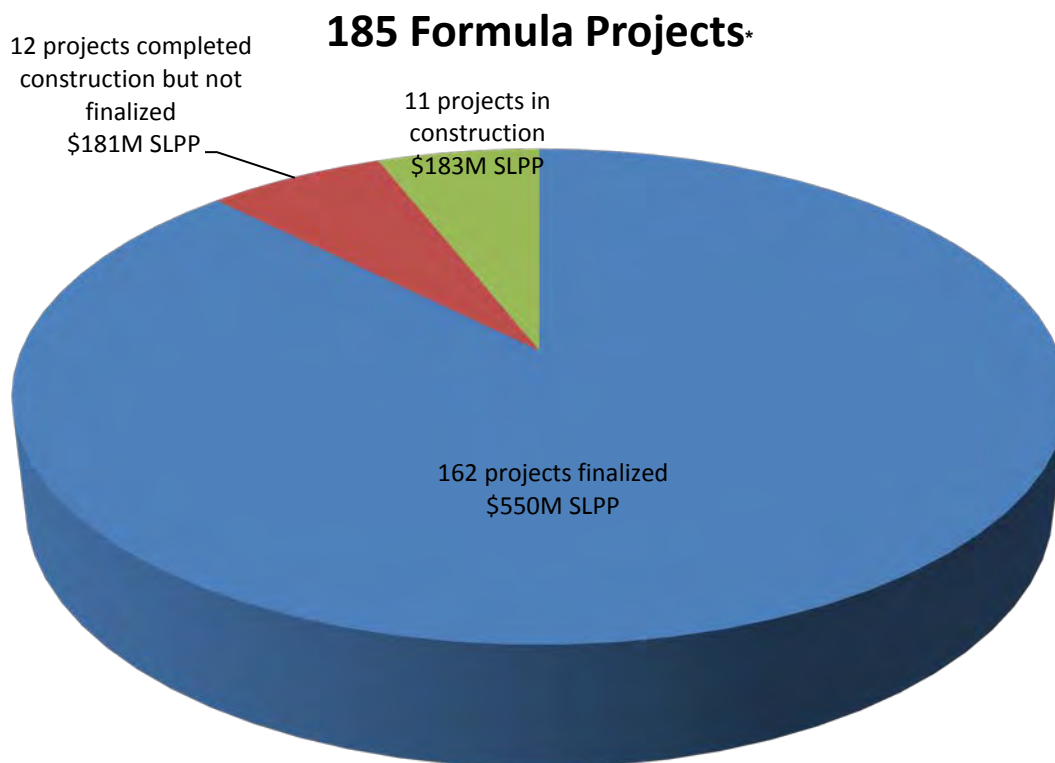
FORMULA PROGRAM:

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

- Cycle 1: In FY 2008-09, eight projects were allocated for formula share funding totaling \$72.6 million in SLPP bond funds. Two of these projects had an approved Letter of No Prejudice (LONP) prior to allocation and all eight of these projects have completed construction.

- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling \$126.4 million in SLPP funds. Five projects had an approved LONP prior to allocation and all 16 of these projects are complete with construction.
- Cycle 3: In FY 2010-11, 11 projects were allocated for formula share funding totaling \$100.3 million in SLPP funds. Three of these projects had an approved LONP prior to allocation and ten of these projects are complete with construction.
- Cycle 4: In FY 2011-12, 20 projects were allocated for formula share funding, one of these projects was later removed from the program. The 19 remaining projects total \$119.2 million in SLPP funds. Five of these projects had an approved LONP prior to allocation and 15 of these projects are complete with construction.
- Cycle 5: In FY 2012-13, there were 149 projects allocated for formula share funding, one of these projects was later removed from the program. The remaining 148 projects total \$511.2 million in SLPP funding and 139 of these projects are complete with construction.

FORMULA PROGRAM PROJECT SUMMARY:



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

Proposition 1B

State-Local Partnership Program

COMPETITIVE PROGRAM:

Each year the Commission reviewed eligible projects that were nominated for the competitive grant program. Projects had to meet the requirements of Proposition 1B and must have had a commitment of the required match and any supplementary funding needed. No single grant could exceed \$1million.

The Commission selected projects that met the following specified criteria:

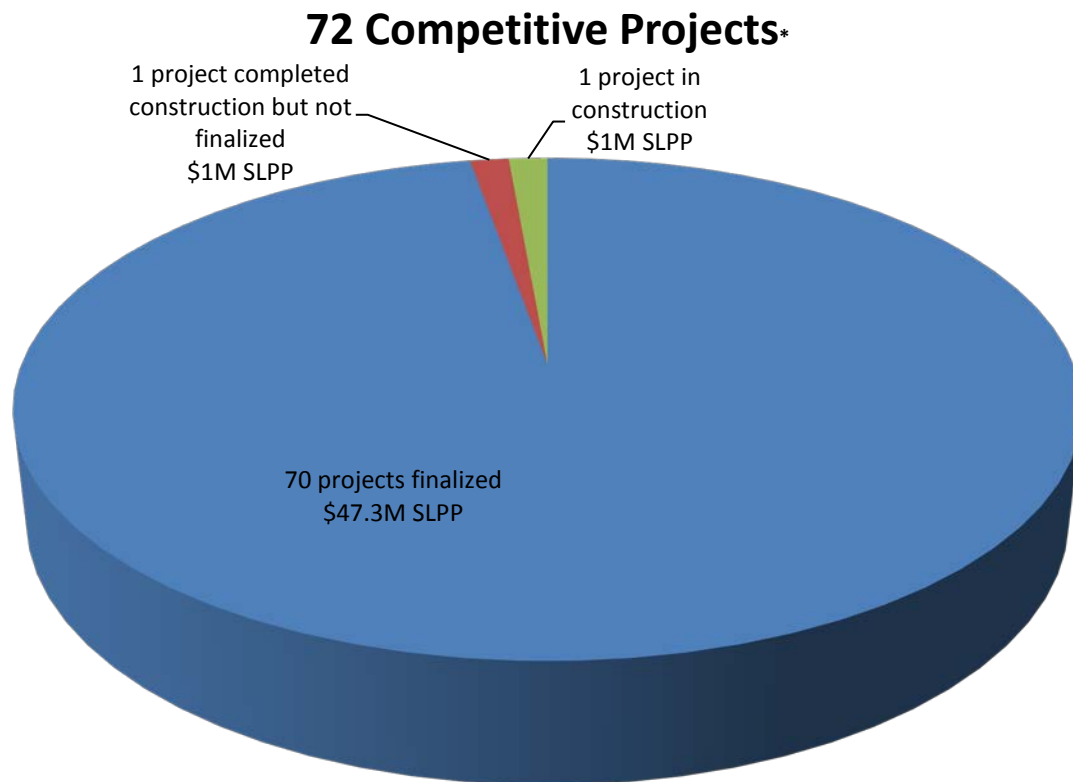
- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

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

- Cycle 1: In FY 2008-09, 11 projects were programmed for competitive share funding totaling \$8.6 million in programmed SLPP bond funds. That amount was reduced to \$7.6 million after bid savings were accounted for on the completed projects. One project had an approved LONP prior to allocation and all 11 of these projects are complete with construction.
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling \$9 million in SLPP bond funds. That amount was reduced to \$7.8 million after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.
- Cycle 3: In FY 2010-11, 13 projects were allocated for competitive share funding totaling \$8.4 million in SLPP bond funds. That amount was reduced to \$8.3 million after bid savings were accounted for on completed projects. Three of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.
- Cycle 4: In FY 2011-12, ten projects were allocated for competitive share funding, totaling \$8.2 million in SLPP bond funds. Nine of these projects are complete with construction.

- Cycle 5: In FY 2012-13, 28 projects were allocated for competitive share funding; one of these projects was later removed from the program. The remaining 27 projects total \$18 million in SLPP bond funds. All 27 of these projects are complete with construction.

COMPETITIVE PROGRAM PROJECT SUMMARY:



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

LONP:

The LONP Guidelines were approved in December 2009. There were 22 projects that were approved for a LONP; all 22 of these projects have since been allocated.

BACKGROUND:

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

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 257 projects shown in the tables in these reports.

COMPLETED PROJECTS and PROJECT BENEFITS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables. Benefit tables have been added that show the project benefits from programming on the Project Programming Request (PPR) and the project benefits at completion on the Final Delivery Report (FDR).

REMOVED PROJECTS:

Three projects were removed from the program after allocation. They are no longer shown in the project totals.

Three Projects Removed from the SLPP Program After Allocation								
Formula (F) Or Competitive (C)	DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION
F	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	\$11	4/2014	6/2013
C	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	\$145	10/2013	6/2013
F	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	\$1,275	11/2013	5/2012
Total SLPP Funds X \$1,000						\$1,431		

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	\$890,000	\$746,904	\$99,180	6/2011	1/2010 1/2010 1/2011 10/2011 9/2012	100%	12/2018	X		●	●	●
2	4	CC	CCTA		SR 4 East Widening Segment 3B (5)	\$88,161	\$76,740	\$5,868	10/2012	8/2012	99%		X		●	●	●
3	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	\$849,169	\$605,799	\$19,366	1/2011	6/2013	98%		X		●	●	●
4	4	SM	PCJPB	7514	Positive Train Control (4,5)	\$227,691	\$203,700	\$6,300	10/2011	10/2011 5/2013	80%		X		●	●	●
5	4	Vari	PCJPB	7671	Signal System Rehab (5)	\$2,600	\$2,600	\$233	3/2013	3/2013	96%		X		●	●	●
6	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	\$213,112	\$213,112	\$34,865	6/2012	5/2013 5/2013	11%		X		●	●	●
7	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	11/2013	6/2013	100%	10/2018	X		●	●	●
8	7	LA	LACMTA	7695	Crenshaw LAX Transit Corridor (5)	\$1,762,725	\$1,571,975	\$49,529	7/2013	5/2013	81%		X		●	●	●
9	7	LA	SCRRA	7495	Positive Train Control (3,4)	\$231,112	\$209,282	\$20,000	1/2011	1/2011 8/2011	99%		X		●	●	●
10	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$341,859	\$195,787	\$13,061	10/2012	5/2012	71%		X		●	●	●
11	11	SD	SANDAG	7559	Blue Line Traction and Power Substation (5)	\$19,019	\$16,587	\$4,658	9/2012	8/2012	99%		X		●	●	●
12	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	\$83,944	\$64,857	\$8,000	12/2014	5/2013	99%		X		●	●	●
13	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	12/2013	6/2013	98%		X		●	●	●
Totals						\$4.8B	\$4B	\$290M									

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

Formula Projects – FINAL DELIVERY REPORT IS DUE

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
14	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	\$83,967	\$48,717	\$9,984	10/2011	10/2011 10/2011	100%	2/2016	X		●	●	X
15	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	\$92,407	\$59,775	\$8,534	4/2012	1/2012 1/2012	100%	6/2017	X		●	●	X
16	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	5/2012	100%	6/2017	X		●	●	X
17	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Transit (4,5)	\$397,060	\$294,970	\$8,322	12/2011	12/2011 8/2012	100%	6/2017	X		●	●	X
18	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	\$74,824	\$63,376	\$5,812	12/2012	8/2012	100%	12/2016	X		●	●	X
19	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	\$57,622	\$44,221	\$4,550	11/2012	5/2012	100%	12/2015	X		●	●	X
20	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	\$82,016	\$71,300	\$7,210	12/2013	6/2013	100%	11/2017	X		●	●	X
21	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	\$55,195	\$50,800	\$19,490	12/2013	6/2013	100%	9/2016	X		●	●	X
22	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	\$23,500	\$23,500	\$7,000	12/2013	3/2013	100%	4/2017	X		●	●	X
23	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	10/2011	100%	3/2018	X		●	●	X
Totals						\$1.2B	\$861M	\$74M									

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
- ▶ Project Closeout is delayed by 6 months or longer.
- X Closeout documents have been received and are being reviewed.

			Formula Projects - Completed												
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
24	1	MEN	City of Fort Bragg	Street Resurfacing Project (5) 7615	\$1,445	\$1,197.6	\$1,445	\$1,197.6	\$163	\$163			5/2013	5/13/13	1/13/14
25	1	MEN	City of Willits	Street Rehab (5) 7614	\$712	\$486.1	\$712	\$486.1	\$116	\$116			5/2013	6/03/13	9/12/13
26	3	NEV	Truckee	Annual Slurry Seal Project (2) 7430	\$673	\$505.6	\$673	\$505.6	\$163	\$163			5/2010	7/29/10	10/08/10
27	3	NEV	Truckee	2012 Slurry Seal Project (4) 7509	\$825	\$606.4	\$825	\$606.4	\$144	\$144			10/2011	6/07/12	9/14/12
28	3	NEV	Truckee	2013 Slurry Seal Project (5) 7548	\$660	\$734.6	\$660	\$734.6	\$71	\$71			3/2013	6/18/13	9/24/13
29	3	NEV	Nevada City	Nevada City Paving- Various Locations (2) 7424	\$62	\$74.6	\$62	\$74.6	\$31	\$31			1/2011	6/08/11	6/14/11
30	3	NEV	Nevada City	New Mohawk Road Paving (5) 7692	\$101	\$83.6	\$101	\$83.6	\$41	\$41			6/2013	7/10/13	8/13/13
31	3	SAC	Caltrans	Hwy 50 HOV Lanes (1)	\$160,925	\$96,306.4	\$147,125	\$81,542.3	\$7,214	\$7,208		\$6	6/2009	10/26/09	5/10/13
32	3	SAC	City of Rancho Cordova	Folsom Boulevard Enhancements (3) 7474	\$6,837	\$6,295	\$6,037	\$5,665	\$2,724	\$2,724			10/2011	9/01/11	5/09/13
33	3	SAC	City of Sacramento	Cosumnes Blvd I-5 IC (5) 7558	\$95,307	\$93,266	\$82,446	\$67,223	\$7,691	\$7,691			12/2012	1/08/13	7/18/16
34	3	SAC	Sac County	Watt Ave / Hwy 50 IC (5) 7536	\$61,824	\$40,672.2	\$53,522	\$34,055.8	\$8,586	\$8,586			4/2012	9/25/12	7/26/16
35	3	SAC	Sac RT	South Sac Light Rail Phase 2 Ext (3) 7501	\$31,500	\$30,793.4	\$31,500	\$30,793.4	\$7,200	\$7,200			10/2011	11/01/11	10/31/14
36	4	ALA	Alameda County Transit	AC Transit Bus Procurement Program (2,5) 7502	\$118,753	\$118,773.1	\$118,753	\$118,773.1	\$21,007	\$21,007			10/2011 9/2012	4/01/12	7/31/16
37	4	Var	BART	Oakland Airport Connector	\$484,111	\$477,288.6	\$454,081	\$447,401	\$20,000	\$20,000			1/2011 10/2011 12/2012	11/01/10	11/22/14
38	4	CC	City of El Cerrito	2013 Street Improvement Program (5) 7693	\$832	\$817.4	\$751	\$738.4	\$354	\$354			6/2013	10/09/13	9/30/14
39	4	SM	City of Brisbane	Retrofit Safety Systems at School Xings (5) 7647	\$74	\$97.9	\$74	\$97.9	\$37	\$37			5/2013	7/25/13	3/17/14
40	4	SM	City of Brisbane	Bayshore Blvd Rehab (5) 7648	\$120	\$132.4	\$120	\$132.4	\$60	\$60			5/2013	8/05/13	9/18/13
41	4	SM	City of Brisbane	Sidewalk Improvement Various Locations (5) 7649	\$100	\$124.1	\$100	\$124.1	\$50	\$50			5/2013	8/26/13	2/24/14
42	4	SM	City of Burlingame	2013 Street Resurfacing Program (5) 7646	\$1,000	\$889.4	\$950	\$844.4	\$411	\$411			5/2013	7/25/13	1/31/14
43	4	SM	Town of Colma	Hillside Blvd Pavement Rehab (5) 7644	\$144	\$140.5	\$144	\$140.5	\$49	\$49			3/2013	6/12/13	07/11/13
44	4	SM	City of E Palo Alto	Street Resurfacing Program FY 12/13 (5) 7638	\$1,090	\$941.7	\$990	\$911.7	\$495	\$456		\$39	5/2013	2/20/14	5/17/16
45	4	SM	City of Foster City	Street Resurfacing Project (5) 7639	\$1,016	\$1,085.2	\$1,016	\$1,085.2	\$508	\$508			1/2013	3/18/13	12/16/13
46	4	SM	City of Half Moon Bay	Road Rehab Program (5) 7651	\$484	\$685.1	\$484	\$685.1	\$242	\$242			5/2013	8/20/13	1/21/14
47	4	SM	Town of Hillsborough	2013 Street Resurfacing (5) 7645	\$914	\$1,853.5	\$914	\$1,853.5	\$457	\$457			3/2013	5/06/13	8/31/13
48	4	SM	San Mateo Cnty	Resurface and Restripe Alpine Rd (5) 7643	\$215	\$564.6	\$215	\$564.6	\$88	\$88			5/2013	8/01/13	10/25/13
49	4	SM	San Mateo Cnty	Resurface Various Streets (5) 7654	\$1,850	\$1,354.9	\$1,850	\$1,354.9	\$605	\$605			5/2013	7/09/13	5/19/13

Formula Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
50	4	SM	City of San Mateo	Street Rehab (5) 7637	\$1,287	\$1,497.5	\$1,247	\$1,471	\$431	\$431			5/2013	7/2013	7/08/14
51	4	SM	City of San Mateo	Citywide Street Rehab (5) 7641	\$1,281	\$1,410.6	\$1,280	\$1,410.6	\$613	\$613			3/2013	7/15/13	4/22/14
52	4	SM	City of South San Francisco	2013 Street Rehab (5) 7642	\$1,014	\$1,403.7	\$1,004	\$1,393.2	\$502	\$502			5/2013	8/26/13	12/13/13
53	4	SM	Town of Woodside	2013 Road Rehab (5) 7657	\$534	\$580.7	\$534	\$580.7	\$267	\$267			5/2013	7/30/13	3/25/14
54	4	SM	SMCTD	Purchase Buses for Paratransit (2) 7491	\$241	\$171.8	\$241	\$171.8	\$49	\$23	\$22	\$4	1/2011	9/14/11	2/28/12
55	4	SM	SMCTD	Replacement Mini Vans (3) 7492	\$604	\$468.7	\$604	\$468.7	\$100	\$47		\$53	1/2011	9/14/11	2/15/12
56	4	SM	SMCTD	Replacement Bus Washer (3) 7493	\$676	\$302.1	\$676	\$302.1	\$150	\$31		\$119	1/2011	2/08/12	3/31/14
57	4	SM	SMCTD	Replacement Gillig Buses (5) 7655	\$35,630	\$33,201	\$35,630	\$33,201	\$5,505	\$5,270		\$235	12/2012	1/09/13	0/30/16
58	4	SM	SMCTD	Advance Communication Upgrade (5) 7694	\$13,400	\$12,062.7	\$13,400	\$12,062.7	\$101	\$85		\$16	5/2013	7/01/13	12/31/14
59	4	SON	City of Santa Rosa	Hybrid Bus Acquisition (1) 7488	\$2,400	\$2,400	\$2,400	\$2,400	\$1,200	\$1,200			1/2010	3/30/10	10/19/11
60	4	SON	Caltrans	101 Airport OC and IC (4,5)	\$49,208	\$49,849	\$38,313	\$35,927	\$3,693	\$3,693			4/2012 9/2012	12/27/12	8/03/15
61	4	SON	Caltrans	101 Old Redwood Hwy OC/IC (5) 7697	\$40,760	\$37,125.2	\$30,894	\$26,624	\$4,610	\$4,610			9/2012	3/12/13	11/18/16
62	5	SB	City of Goleta	Patterson Ave Sidewalk Infill (5) 7678	\$335	\$153.1	\$314	\$149.3	\$54	\$54			5/2013	11/19/13	7/15/14
63	5	SB	City of Lompoc	2013 Laurel Ave Rehab (5) 7673	\$300	\$283.4	\$300	\$283.4	\$77	\$77			5/2013	11/05/13	6/02/14
64	5	SB	County of Santa Barbara	Overlay Various County Roads (5) 7684	\$1,109	\$2,633.0	\$1,109	\$2,633.0	\$242	\$242			5/2013	11/12/13	5/20/14
65	5	SB	City of Santa Barbara	Carillo Street Pavement Overlay (5) 7686	\$320	\$321.2	\$320	\$321.2	\$160	\$160			5/2013	5/15/13	9/15/13
66	5	SB	City of Santa Maria	Central Santa Maria Roadway Repairs (5) 7683	\$600	\$577.1	\$600	\$577.1	\$180	\$180			5/2013	8/06/13	3/11/14
67	5	SB	City of Santa Maria	Union Valley Parkway Arterial Ph III (5) 7510	\$5,039	\$4,078.3	\$5,039	\$4,078.3	\$2,163	\$2,040		\$123	12/2012	2/15/13	1/02/14
68	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4) 7515	\$5,820	\$5,721.5	\$5,820	\$5,721.5	\$427	\$427			10/2011	11/23/11	5/04/12
69	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1) 7406	\$320	\$416.1	\$309	\$405.1	\$150	\$150			1/2010	7/12/10	10/06/10
70	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	\$527	\$510.9	\$480	\$494.6	\$240	\$240			6/2013	12/10/13	12/07/14
71	6	FRE	City of Clovis	Herndon, Clovis-Fowler (5) 7662	\$1,598	\$1,458.8	\$1,598	\$1,458.8	\$799	\$730		\$69	1/2013	4/15/13	8/29/14
72	6	FRE	City of Clovis	Temperance, Bullard-Herndon (5) 7663	\$2,597	\$2,334	\$2,597	\$2,334	\$1,298	\$1,172		\$126	1/2013	4/15/13	3/10/14
73	6	FRE	City of Clovis	Temperance, Enterprise Canal-Shepherd (5) 7680	\$1,594	\$2,015.1	\$1,594	\$2,015.1	\$728	\$728			6/2013	12/09/13	6/15/15
74	6	FRE	City of Fresno	Willow Ave Widen Barstow to Escalon (5) 7667	\$2,367	\$2,368	\$1,930	\$1,962.3	\$965	\$955		\$10	3/2013	9/26/13	2/26/16
75	6	FRE	City of Fresno	Peach Ave Widening (5) 7668	\$12,311	\$10,664.2	\$7,300	\$6,119.8	\$3,650	\$2,997		\$653	1/2013	6/27/13	5/28/15
76	6	FRE	City of Fresno	Herndon EB Widening (5) 7675	\$2,044	\$1,402.8	\$1,715	\$1,250.2	\$818	\$626		\$192	6/2013	10/24/13	8/07/14
77	6	FRE	City of Fresno	180 W Frontage Rd Improvements (5) 7685	\$7,519	\$5,714.1	\$4,426	\$2,734.9	\$2,213	\$1,334		\$879	6/2013	11/21/13	9/12/15

	Formula Projects - Completed														
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
78	6	FRE	Caltrans	Kings Canyon Expressway-Seg 2 (5) 7696	\$39,847	\$34,283.5	\$23,000	\$18,796	\$11,500	\$7,688		\$3,812	1/2013	6/1/13	10/27/14
79	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2) 7445	\$1,195	\$2,022	\$742	\$727	\$371	\$364		\$7	5/2010	7/11/11	1/24/12
80	6	MAD	Madera County	Avenue 9 Improvements (5) 7549	\$3,419	\$2,152.1	\$3,204	\$2,029.7	\$1,454	\$1,016		\$438	3/2013	6/17/13	2/25/14
81	6	MAD	City of Madera	Rehab, Resurface, Reconstruct & ADA (2) 7442	\$356	\$366.9	\$336	\$346.9	\$150	\$150			4/2010	10/06/10	12/21/11
82	6	MAD	City of Madera	Street 3R and ADA Improvements (2) 7444	\$365	\$252.4	\$355	\$242.4	\$137	\$122		\$15	1/2011	7/06/11	12/21/11
83	6	MAD	City of Madera	3R & ADA – D Street & Almond Drive (3) 7485	\$566	\$380.4	\$546	\$373.9	\$273	\$187		\$86	10/2012	4/17/13	11/06/13
84	6	MAD	City of Madera	3R & ADA – S Gateway Drive (3) 7486	\$437	\$212	\$417	\$205.2	\$206	\$103		\$103	10/2012	4/17/13	11/06/13
85	6	MAD	City of Madera	4 th St – Pine to K St (5) 7541	\$1,512	\$1,588.7	\$1,360	\$975.3	\$567	\$567			1/2013	5/15/13	2/15/14
86	6	TUL	Tulare County	Road 80 Widening Phase 1A (1) 7431	\$6,000	\$8,125	\$6,000	\$8,125	\$2,294	\$2,294			5/2010	9/15/10	1/15/13
87	6	TUL	Tulare County	Road 108 Widening (2) 7429	\$29,498	\$12,613.4	\$29,498	\$12,613.4	\$2,295	\$2,295			1/2011	2/07/11	5/15/13
88	7	LA	LACMTA	I-10 & I-110 Convert HOV to HOT Lanes (2) 7449	\$69,300	\$123,885	\$64,710	\$116,538	\$20,000	\$20,000			1/2011	7/06/11	2/23/14
89	7	LA	LACMTA	CNG Bus Procurement (3,4) 7494	\$86,830	\$85,762.4	\$86,830	\$85,762.4	\$38,550	\$38,257		\$293	1/2011 2/2012	12/16/11	8/28/13
90	7	LA	LACMTA	LA-SFV Transit Extension (2,3) 7496	\$160,600	\$153,119	\$151,500	\$144,019	\$32,300	\$32,300			1/2011	3/01/10	6/30/15
91	7	LA	LACMTA	Transit Bus Acquisition (5) 7555	\$308,443	\$303,222	\$308,443	\$303,222	\$36,250	\$36,250			8/2012	1/25/13	3/31/17
92	7	LA	LACMTA	Expo Light Rail Transit Ph2 (5) 7664	\$1,309,100	\$127,446	\$987,163	\$119,048	\$28,259	\$28,259			3/2013	6/1/13	2/22/16
93	7	LA	Caltrans	I-5 Carmenita Interchange (2) 7484	\$394,655	\$403,562	\$61,255	\$99,052.7	\$14,925	\$12,892		\$2,033	6/2010	8/19/11	4/19/18
94	7	LA	Caltrans	I-5 N Carpool Lanes SR 170 to 118 (1)	\$282,696	\$228,681	\$211,020	\$141,667	\$25,075	\$25,075			5/2009	8/01/10	7/25/16
95	8	RIV	Riverside County	Fred Waring Drive Improvements (5) 7652	\$9,432	\$10,653.8	\$8,000	\$7,312.7	\$4,000	\$3,640		\$360	6/2013	11/26/13	1/12/16
96	8	RIV	City of Indian Wells	Highway 111 Improvements (5) 7556	\$3,100	\$3,008	\$3,100	\$3,008	\$1,550	\$1,505		\$45	3/2013	4/14/13	5/15/14
97	8	RIV	City of Indio	Monroe Street Improvements (5) 7544	\$2,750	\$3,203	\$2,750	\$3,203	\$1,375	\$1,375			10/2012	11/07/12	6/24/13
98	8	RIV	City of Indio	Varner Road at Jefferson Street (5) 7545	\$4,500	\$1,837.1	\$4,500	\$1,837.1	\$2,250	\$882		\$1,368	6/2013	11/06/13	11/03/14]
99	8	RIV	City of La Quinta	Hwy 111/Washington St Improvements (5) 7656	\$566	\$743.4	\$566	\$743.4	\$283	\$283			6/2013	8/26/13	2/04/14
100	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Competitive Funds also which are shown in Competitive Chart)	\$9,900	\$7,302.7	\$9,900	\$7,302.7	\$2,500	\$2,500			10/2015	4/1/13	8/18/15
101	8	RIV	City of Palm Desert	I-10 Monterey Ave IC Ramp Modification (5) 7640	\$8,361	\$8,044.2	\$8,361	\$8,044.2	\$2,800	\$2,586		\$214	5/2013	1/23/14	3/24/16
102	8	RIV	RCTC	SR 91 Corridor Improvement Project (5) 7653	\$1,344,829	\$1,362,845	\$942,109	\$1,024,085	\$37,173	\$37,173			3/2013	5/10/13	3/15/18
103	8	SBD	San Bernardino County	Maple Lane Drainage and Slope Improvements (5) 7658	\$2,892	\$2,094	\$2,604	\$1,844.8	\$1,302	\$923		\$379	3/2013	8/20/13	9/19/14
104	8	SBD	SANBAG	Downtown Passenger Rail (5) 7681	\$92,757	\$117,508.2	\$66,347	\$79,081.3	\$10,921	\$10,921			6/2013	12/04/13	8/01/17

Formula Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
105	8	SBD	Town of Apple Valley	Yucca Loma Bridge and Yates Rd (5) 7682	\$45,250	\$45,263.3	\$42,087	\$41,734	\$9,712	\$9,638		\$74	6/2013	12/18/13	9/13/16
106	8	SBD	City of Big Bear Lake	Village "L" Street Improvements (5) 7666	\$4,710	\$5,995.3	\$4,541	\$5,826.3	\$1,200	\$1,200			1/2013	3/11/13	2/10/14
107	8	SBD	City of Twentynine Palms	National Park Drive Improvements Ph 2 (5) 7659	\$850	\$1,079.7	\$800	\$1,044.7	\$400	\$400			1/2013	5/28/13	7/22/14
108	8	SBD	Town of Yucca Valley	RT 62 – Apache Trail and Palm Ave (5) 7660	\$3,757	\$3,663.4	\$2,930	\$2,734.3	\$723	\$597		\$126	3/2013	12/20/13	7/31/14
109	8	SBD	Town of Yucca Valley	RT 62 – La Honda and Dumosa (5) 7661	\$3,702	\$3,076.5	\$2,594	\$1,968.5	\$778	\$535		\$243	1/2013	7/23/13	5/20/14
110	10	SJ	City of Stockton	Grade Separating Lower Sacramento Rd & UPRR Tracks (2) 7448	\$34,000	\$22,566.7	\$30,040	\$18,606.6	\$5,100	\$5,100			4/2010	10/19/10	3/10/14
111	10	SJ	Caltrans	SR 99 South Stockton Widening (5)	\$214,458	\$182,668	\$133,958	\$120,594	\$16,065	\$16,065			12/2012	12/3/12	9/20/17
112	10	SJ	City of Stockton	French Camp Rd I-5 Interchange (4) 7533	\$53,058	\$47,769	\$33,199	\$28,224.4	\$3,800	\$3,800			4/2012	9/25/12	5/21/15
113	11	IMP	Imperial County	Willoughby Road (5) 7560	\$1,300	\$1,013.1	\$1,300	\$1,013.1	\$650	\$425		\$225	3/2013	8/13/13	4/15/14
114	11	IMP	Imperial County	Dogwood Road Resurface (5) 7561	\$1,802	\$1,345.3	\$1,802	\$1,345.3	\$901	\$575		\$326	3/2013	8/13/13	6/20/14
115	11	IMP	City of Brawley	Eastern Ave Rehab (5) 7550	\$1,250	\$1,289.2	\$1,250	\$1,289.2	\$625	\$625			3/2013	6/18/13	10/29/14
116	11	IMP	City of Calexico	Downtown Repaving (5) 7562	\$800	\$662.7	\$800	\$662.7	\$400	\$332		\$68	3/2013	3/28/14	1/20/15
117	11	IMP	City of Calexico	5 th Street Repaving (5) 7563	\$1,030	\$599.5	\$1,030	\$599.5	\$515	\$300		\$215	3/2013	3/28/14	1/20/15
118	11	IMP	City of Calipatria	Lake Avenue Improvements (5) 7552	\$282	\$281.9	\$282	\$281.9	\$133	\$133			3/2013	6/11/13	9/27/13
119	11	IMP	City of El Centro	FY 2013 Streets Rehab Project (5) 7553	\$2,073	\$2,206.2	\$2,073	\$2,206.2	\$1,036	\$1,036			3/2013	9/03/13	9/26/14
120	11	IMP	City of Holtville	Grape Avenue Improvements Ph2 (5) 7551	\$323	\$297.1	\$323	\$297.1	\$161	\$149		\$12	3/2013	6/10/13	11/22/13
121	11	IMP	City of Imperial	South N Street Reconstruction (5) 7564	\$768	\$807.6	\$768	\$807.6	\$384	\$384			3/2013	9/25/13	8/05/14
122	11	IMP	City of Westmorland	6 th Street and G Street Improvements (5) 7554	\$136	\$149.5	\$136	\$149.5	\$68	\$68			3/2013	8/7/13	3/27/14
123	11	SD	SANDAG	Blue Line Light Rail Vehicles (2) 7497	\$233,178	\$268,967	\$233,178	\$268,967	\$31,097	\$31,097			1/2011	1/20/11	1/20/14
124	11	SD	SANDAG	Blue Line Crossovers and Signals (4) 7513	\$42,971	\$40,793	\$40,278	\$37,915	\$10,200	\$10,200			10/2011	4/04/11	9/19/16
125	11	SD	SANDAG	Blue Line Station Rehab (5) 7531	\$136,848	\$132,325	\$135,791	\$124,547	\$30,993	\$30,990		\$3	09/01/12	06/01/17	8/2012
126	12	ORA	OCTA	Oso Parkway Widening (5) 7503	\$5,815	\$5,758.7	\$3,180	\$3,671.4	\$1,204	\$1,204			5/2013	5/19/14	12/08/15
127	12	ORA	OCTA	Tustin Ranch Road Extension (4,5) 7535	\$21,303	\$29,161	\$19,388	\$27,246	\$4,927	\$4,927			5/2012 6/2013	8/1/12	6/3/14
128	12	ORA	OCTA	Laguna Niguel/Mission Viejo Metrolink (5) 7542	\$4,132	\$4,179.6	\$1,469	\$1,499	\$695	\$695			9/2012	01/28/13	10/28/13
129	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	\$261	\$257	\$214	218.2	\$107	\$107			3/2013	5/21/13	10/10/13

			Formula Projects - Completed												
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X\$1,000	NON DE-ALLOCATED SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
130	12	ORA	Orange County	La Colina Drive Pavement Rehab (5) 7650	\$1,818	\$1,612.5	\$1,665	\$1,520	\$815	\$761		\$54	3/2013 6/2013	4/23/13	8/26/13
131	12	ORA	Orange County	Moulton Parkway Smart Street Seg 3- Phase II (5) 7608	\$6,844	\$9,489.7	\$6,844	\$9,489.7	\$3,422	\$3,422			6/2012	12/4/12	10/2/14
132	12	ORA	Orange County	Skyline Drive Reconstruction (5) 7609	\$580	\$657.6	\$504	\$606.5	\$252	\$252			3/2013	8/09/13	12/03/13
133	12	ORA	Orange County	Cow Camp Rd (5) 7504	\$31,434	\$46,178	\$29,434	\$44,178	\$4,160	\$3,915		\$245	5/2013	6/19/13	9/8/16
134	12	ORA	Orange County	La Pata Avenue: Phase I (5) 7543	\$45,220	\$58,154.7	\$45,220	\$58,154.7	\$5,110	\$5,110			6/2013	12/30/13	1/12/17
135	12	ORA	City of Aliso Viejo	Aliso Creek Rd Rehab (5) 7565	\$743	\$573.8	\$644	\$484.6	\$318	\$259		\$59	3/2013	8/21/13	10/29/13
136	12	ORA	City of Anaheim	Brookhurst St Improvements (5) 7505	\$8,961	\$9,809	\$8,961	\$9,809	\$3,393	\$2,964		\$429	5/2013	6/11/13	3/21/16
137	12	ORA	City of Anaheim	Tustin & Riverdale Ave Improvements (5) 7584	\$554	\$574.5	\$554	\$574.5	\$277	\$277			12/2012	4/16/13	9/16/13
138	12	ORA	City of Anaheim	Broadway Improvements (5) 7585	\$374	\$642.4	\$354	\$588.1	\$187	\$187			12/2012	5/07/13	1/03/14
139	12	ORA	City of Anaheim	Anaheim Blvd Improvements (5) 7580	\$664	\$723.8	\$664	\$723.8	\$332	\$332			12/2012	5/07/13	2/06/14
140	12	ORA	City of Anaheim	Orange Ave Improvements (5) 7581	\$348	\$411.3	\$348	\$411.3	\$174	\$174			12/2012	5/07/13	2/06/14
141	12	ORA	City of Anaheim	Sunkist Street Improvements (5) 7582	\$1,670	\$1,697.4	\$1,670	\$1,697.4	\$835	\$835			12/2012	4/30/13	1/21/14
142	12	ORA	City of Anaheim	Knott Ave Improvements (5) 7583	\$448	\$643.2	\$448	\$643.2	\$224	\$224			12/2012	5/07/13	2/06/13
143	12	ORA	City of Brea	Imperial Hwy and Assoc. Rd Smart St. (1) 7408	\$1,900	\$1,292	\$1,900	\$1,292	\$200	\$200			4/2010	10/25/10	6/30/11
144	12	ORA	City of Brea	Lambert Rd Phase 2 Rehab (5) 7570	\$794	\$1,755.3	\$724	\$1,674.5	\$362	\$362			3/2013	8/20/13	6/03/14
145	12	ORA	City of Buena Park	La Palma Ave Rehab (5) 7618	\$1,182	\$1,572.4	\$1,142	\$1,532.4	\$571	\$571			3/2013	7/09/13	11/15/13
146	12	ORA	City of Costa Mesa	Harbor Blvd & Adams Ave (5) 7507	\$4,779	\$4,503	\$3,914	\$3,670	\$1,482	\$1,388		\$94	5/2013	11/5/13	10/6/15
147	12	ORA	City of Costa Mesa	Redhill Avenue Rehab (5) 7567	\$1,901	\$1,844.0	\$1,901	\$1,844.0	\$922	\$922			1/2013	6/10/13	7/15/14
148	12	ORA	City of Cypress	Cerritos Ave E. Widening (5) 7568	\$439	\$414.6	\$378	\$344.6	\$168	\$128			3/2013	5/5/13	11/30/16
149	12	ORA	City of Cypress	Valley View Ave Overlay (5) 7569	\$438	\$420.7	\$402	\$384.7	\$180	\$180			3/2013	8/19/13	9/23/13
150	12	ORA	City of Dana Point	Residential Roadway Rehab (5) 7566	\$824	\$549.8	\$824	\$549.8	\$318	\$275		\$43	1/2013	4/18/13	4/20/14
151	12	ORA	City of Fountain Valley	Brookhurst Street Improvements (5) 7575	\$933	\$1,228	\$933	\$1,228	\$396	\$396			3/2013	6/18/13	12/24/13
152	12	ORA	City of Fullerton	Berkeley Ave Reconstruction (5) 7572	\$780	\$826.6	\$700	\$718.7	\$343	\$343			1/2013	5/29/13	1/24/14
153	12	ORA	City of Fullerton	Magnolia Ave Reconstruction (5) 7573	\$1,230	\$1,535	\$1,130	\$1,449.9	\$410	\$410			1/2013	5/21/13	11/15/13
154	12	ORA	City of Garden Grove	Local Road Rehab (5) 7571	\$1,684	\$2,330.6	\$1,684	\$2,330.6	\$842	\$842			3/2013	8/13/13	7/10/14
155	12	ORA	City of Huntington Beach	Goldenwest St and Garfield Ave Rehab (5) 7574	\$2,266	\$2,881	\$2,266	\$2,881	\$1,133	\$1,133			12/2012	5/06/13	12/30/13
156	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	\$2,774	\$2,695.8	\$2,500	\$2,461.6	\$1,138	\$1,138			1/2013 6/2013	6/11/13	8/11/14

Formula Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
157	12	ORA	City of Irvine	Jamboree Road Rehab (5) 7605	\$1,628	\$834.7	\$1,394	\$752.1	\$435	\$376		\$59	1/2013	7/08/13	10/16/13
158	12	ORA	City of Laguna Beach	Acquisition of Alternate Fuel Trolleys (5) 7611	\$636	\$597.2	\$636	\$597.2	\$318	\$299		\$19	1/2013	6/18/13	9/9/15
159	12	ORA	City of Laguna Hills	El Toro Road Rehab (5) 7598	\$1,280	\$1,047.7	\$1,280	\$1,047.7	\$343	\$343			1/2013	6/25/13	12/09/14
160	12	ORA	City of Laguna Niguel	La Paz Road Rehab (5) 7577	\$826	\$846.1	\$826	\$846.1	\$413	\$413			3/2013	9/23/13	12/16/13
161	12	ORA	City of Laguna Woods	El Toro Rd Reconstruction (5) 7616	\$591	\$637.1	\$591	\$637.1	\$293	\$293			3/2013	8/21/13	8/20/14
162	12	ORA	City of La Habra	Idaho St Pavement Rehab (5) 7603	\$492	\$440.5	\$492	\$440.5	\$246	\$221		\$25	3/2013	3/18/13	07/01/13
163	12	ORA	City of La Palma	La Palma Ave Rehab – Valley View /WCL (5) 7576	\$676	\$824.8	\$636	\$784.8	\$318	\$318			3/2013	6/04/13	3/04/14
164	12	ORA	City of Lake Forest	Lake Forest & Rockfield Resurface (5) 7578	\$1,035	\$868.8	\$1,035	\$868.8	\$479	\$430		\$49	3/2013	7/29/13	11/19/13
165	12	ORA	City of Los Alamitos	Business Area Street Improvement (5) 7617	\$636	\$627.5	\$636	\$627.5	\$318	\$314		\$4	3/2013	5/21/13	9/06/13
166	12	ORA	City of Mission Viejo	Jeronimo Rd Resurface (5) 7597	\$1,378	\$1,476.1	\$1,278	\$1,417.1	\$574	\$574			12/2012	4/30/13	12/02/13
167	12	ORA	City of Newport Beach	Balboa Blvd & Channel Rd (5) 7593	\$1,586	\$1,593.8	\$1,386	\$1,393.8	\$693	\$674		\$19	1/2013	3/18/13	7/03/13
168	12	ORA	City of Orange	Jamboree Rd Rehab (5) 7591	\$2,112	\$2,158.1	\$2,072	\$2,118.1	\$1,036	\$1,036			3/2013	5/28/13	3/20/14
169	12	ORA	City of Placentia	Rose Drive and Yorba Linda Blvd Int (5) 7599	\$300	\$147.4	\$300	\$147.4	\$95	\$74		\$21	1/2013	4/16/13	11/01/13
170	12	ORA	City of Placentia	Valencia Ave Rehab (5) 7600	\$636	\$642.3	\$636	\$642.3	\$318	\$318			1/2013	5/07/13	11/05/13
171	12	ORA	City of Rancho Santa Margarita	Santa Margarita Parkway Rehab (5) 7606	\$600	\$432.4	\$535	\$367.7	\$99	\$99			1/2013	4/10/13	5/30/13
172	12	ORA	City of Rancho Santa Margarita	FY 12/13 Residential Rehab (5) 7607	\$500	\$494.3	\$480	\$488.8	\$216	\$216			1/2013	2/27/13	6/04/13
173	12	ORA	City of San Clemente	Camino De Los Mares Rehab (5) 7602	\$1,400	\$941.2	\$1,400	\$941.2	\$318	\$318			3/2013	8/20/13	4/15/14
174	12	ORA	City of San Juan Capistrano	Local Street Rehab (5) 7592	\$804	\$1,401.4	\$804	\$1,401.4	\$318	\$318			3/2013	9/3/13	8/5/14
175	12	ORA	City of Santa Ana	Bristol St Widening (4) 7506	\$9,600	\$7,992	\$9,600	\$7,992	\$3,120	\$1,874		\$1,246	8/2012	1/22/13	2/20/15
176	12	ORA	City of Santa Ana	Broadway & McFadden Rehab (5) 7601	\$3,765	\$3,932.7	\$3,765	\$3,932.7	\$1,551	\$1,551			3/2013	8/05/13	11/24/14
177	12	ORA	City of Seal Beach	Arterial and Local Street Rehab (5) 7596	\$655	\$682.3	\$655	\$682.3	\$318	\$318			3/2013	6/13/13	8/12/13
178	12	ORA	City of Stanton	Citywide Street Rehab (5) 7590	\$817	\$816.8	\$817	\$816.8	\$318	\$318			3/2013	3/25/13	5/28/13
179	12	ORA	City of Tustin	Irvine Blvd & McFadden Ave Rehab (5) 7586	\$913	\$920.7	\$913	\$920.7	\$358	\$358			3/2013	8/20/13	9/02/14
180	12	ORA	City of Tustin	Newport Ave Bicycle Trail (5) 7587	\$450	\$690	\$400	\$628.6	\$200	\$200			3/2013	8/20/13	7/15/14
181	12	ORA	City of Tustin	Enderle Cntr & Vandenberg Intersection (5) 7588	\$145	\$231.2	\$70	\$192.1	\$35	\$35			3/2013	8/20/13	9/02/14

	Formula Projects - Completed														
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X\$1,000	NON DE-ALLOCATED SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
182	12	ORA	City of Villa Park	Street Rehab (5) 7594	\$676	\$859	\$619	\$859	\$125	\$125			6/2013	10/2013	9/2014
183	12	ORA	City of Westminster	Brookhurst Street Improvement (5) 7589	\$1,212	\$1,220.7	\$1,212	\$1,220.7	\$520	\$520			3/2013	8/28/13	4/09/14
184	12	ORA	Caltrans	SR 91 Tustin Ave to SR 55 (5) 7701	\$41,930	\$42,163.3	\$28,000	\$26,062.4	\$14,000	\$12,989		\$1,011	6/2013	11/01/13	10/31/16
185	12	ORA	City of Yorba Linda	Yorba Linda Blvd Rehab (5) 7595	\$761	\$515.8	\$674	\$428.8	\$336	\$214		\$122	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP					\$6.3B	\$5.1B	\$4.9B	\$4.1B	\$566.2M	\$549.7M	\$22K	\$16.5M			

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7614	1	MEN	Street Rehabilitation	Replace failing storm drains to prevent roadway deterioration	Replaced undersized failing storm drain pipe
7615	1	MEN	Street Resurfacing	Resurface various streets in Fort Bragg	Resurfaced 22 streets
7424	3	NEV	Nevada City Paving- Various Locations	Rehab Searls Ave - add 20 yrs useful life.	Rehabbed .25 miles of Searls Ave
7692	3	NEV	New Mohawk Rd Paving	New pavement on New Mohawk Rd and Gold Flat Ct. Safety. 20+ years life.	Grinded and removed existing asphalt with new Asphalt.
7548	3	NEV	2013 Slurry Seal	Town wide slurry seal program.	Slurry sealed roads to add 15+ years life.
7474	3	SAC	Folsom Blvd Enhancement, Ph 2	Provide connectivity between light rail and peds.	Rehabbed 1.5 mi roadway, bike & ped path. Increased safety. Beautification
7501	3	SAC	South Sacramento Light Rail, Ph 2	Add pkg structure at CRC, the end of South Line ph2.	Added pkg spaces. Enhanced regional connectivity. Accommodate future travel demand. Alleviate congestion on Hwy99.
7536	3	SAC	Hwy 50 / Watt Ave (CMIA)	Will improve safety by separating bike and ped from vehicle traffic. Eliminates short weaving between ramps.	Added CI1 separated bike and ped path to separate from vehicles. Clover leaf increased safety with a 26% decrease in accidents and a 45% decrease in injuries.
7558	3	SAC	Cosumnes Rvr Blvd I-5 IC	Reduce traffic congestion, improve mobility and promote economic development.	Reduced traffic congestion. Added access to new Delta Shores development. New bike lanes and sidewalks.
	3	SAC	Sac 50 - HOV	Improve mobility - HOV from Watt Ave to Sunrise EB and WB	HOV lane added. Increased avg travel speed by 7.38mph WB and 10.24mph during peak
7430	3	NEV	Annual Slurry Seal Project	Town wide slurry seal program.	Slurry sealed roads to add 15+ years life.
7509	3	NEV	2012 Slurry Seal Project	Town wide slurry seal program	Slurry sealed roads to add 15+ years life.
7502	4	ALA	Bus Procurement Program (2,5)	Improve ridership, safety, timely transit service and minimize maintenance costs.	Improved ridership, safety, timely transit service, minimized maintenance cost.
7489	4	BART	BART - Warm Springs Extension	Project not closed out yet.	Project not closed out yet.
7499	4	BATA	Oakland Airport Connector (2,4,5)	Oakland Airport Connector will improve access to Oakland Airport.	OAC increases ridership of BART, AC Transit and Capitol Corridor Train. Supports future growth at Oakland Airport. Decreases traffic on I-880 corridor.
7693	4	CC	2013 Street Improvement Program	Extend useful life of roadway infrastructure by 15+yrs, improve safety,	Extended useful life of infrastructure and improve safety. Used rubberized asphalt seal. Extend life 15+yrs.
	4	CC	SR 4 East Somersville - 160 segment 3 (2,4)	Project not closed out yet.	Project not closed out yet.
	4	CC	SR 4- East Widening segment 3B	Project not closed out yet.	Project not closed out yet.
	4	CC	SR 4 East Somersville - 160 segment 2 (1,2)	Project not closed out yet.	Project not closed out yet.
7530	4	MAR	Sonoma-Marin Area Rail Tansit (4,5)	Project not closed out yet.	Project not closed out yet.
7698	4	SF	Doyle Drive Replacement Project	Project not closed out yet.	Project not closed out yet.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7491	4	SM	Purchase Buses for Paratran	Expect ridership to increase by 3%	Actually ridership decreased by .9% due to economy.
7492	4	SM	Replacement Mini Vans	Procurement of new vans will help ensure that ADA paratransit service is reliable.	Procurement of minivans helped ensure that paratransit services are reliable.
7493	4	SM	Bus Washer	Replacing bus washer for clean, attractive vehicles to encourage transit ridership.	Replacement bus washer provides clean attractive vehicles that encourage transit ridership. Reduced cost of repairs of old equip.
7514	4	SM	Positive Train Control (4,5)	Project not closed out yet.	Project not closed out yet.
7637	4	SM	Road Rehab - Var Loc	Improve 12,500' at various locations in the City. Extend pavement life by 15+ years.	Rehabbed 12,500' of roadway. Installed ADA ramps, replaced curb/gutter, Adjust utility covers to grade, striping. Extended life by 15+ years.
7638	4	SM	Street Resurfacing - Var Loc	Resurface 8000LF roadway. Raise PCI from 25 to 90. Extend 25 yrs.	Resurfaced 8000LF roadway. Raised PCI
7639	4	SM	Street Resurfacing - Var Loc	AC overlay 3-4 miles of roadway. AC base repair, grinding, utility adjustment and striping.	AC over layed 3-4 miles with AC base repair, grinding, utility adjustment and striping. Extends life 15+ yrs.
7641	4	SM	Road Rehab - Var Loc	Rehab 2.3 miles roadway. Add 15+ service life.	Remove/replace pavement section and subsection. Installed storm system. Replaced curb, gutter sidewalk. Striped adjusted manholes
7642	4	SM	Road Rehab - Var Loc	Improve 2.92 miles of street at various locations. Raise PCI from 27-70pts. Extend life by 15+ yrs.	Improved 2.92 miles of street at various locations. Raised PCI from 27-70. Extend life of pvmt by 15+ yrs.
7643	4	SM	Alpine Rd at Hwy 280 Resurf	Improve pavement on Alpine Rd at Hwy 280 IC. Extend useful life by 15+ yrs.	Extended useful life of pavement by 15 yrs. 0.2' AC placed on roadway, new striping bike lane treatments, signage & pvmt repairs.
7644	4	SM	Hillside Blvd Pavement Rehab	Improve Hillside Blvd and extend useful life by 15+ yrs. Save travel time and fuel.	Asphalt pvmt rehab & striping btwn Serramonte Blvd and the southern town limits with City of SF. Extended life 15+ yrs.
7645	4	SM	Street Resurfacing - Var Loc	Street resurface 6.5 miles of roads in Hillsborough. Expect to increase PCI by 3 pts to 75.	Street resurfacing actually increased PCI level by 4 pts from 72 to 76. Expected to extend the life of streets by 15+ yrs.
7646	4	SM	Street Resurfacing - Var Loc	Improve 1.7miles of roadway. Extend life by 15+ yrs.	Improved 2.2miles of city streets. PCI increased by 1. Extend life by 15+ yrs.
7647	4	SM	School Crossing Safety Systems	Create safe, navigable Xings on busy streets and school routes for safety and visibility.	Created safe, navigable Xings at busy intersections on school routes with ped use. Increased safety, encourage ped use.
7648	4	SM	Bayshore Drive Rehab	Rehab 1500 to 3000 feet of roadway. Extend pavement life by 20 yrs. Reduce congestion and pollution.	Improved 2000ft of Principal Arterial rdwy. Extended pavement by 20yrs. Reduced congestion, air and stormwater pollution.
7649	4	SM	Sidewalk Improvement - Var Loc	Create safe, navigable sidewalks to encourage ped travel including school children.	Provided safe, navigable sidewalks that encourage ped travel including school children. Eliminated over 137 trip hazards.
7651	4	SM	Road Rehab - Var Loc	Improve congestion and air quality and extend useful life of streets by 15+ yrs. Raise PCI from 59 to 62	Repaired failing pavement on several streets. PCI increased from 59 to 67. Extended useful life by 15+ yrs.
7654	4	SM	Street Resurf - Var Loc	Improve PCI and extend useful life by 15+ yrs on many roadways.	2' AC placed on roadways, new striping & pvmt repairs.
7655	4	SM	Replacement of 1998 Gillig Buses	Procure new busses to increase reliability and decrease repair costs.	Increased reliability by reducing breakdowns, decreased repair costs and decreased emissions.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7657	4	SM	Road Rehab - Var Loc	Extend useful life of pavement on selected roadways by 15+ years.	Improved the life of pavement and provide smoother, safer and more durable roads.
7694	4	SM	Advanced Comm System Upgrade	Improve communication between dispatch and vehicles for better scheduling.	Improved scheduling information with AVL equipment.
7534	4	SCL	BART - Vehicle Procurement (4,5)	Project not closed out yet.	Project not closed out yet.
7488	4	SON	Hybrid Bus Acquisition	Purchase 4 new 40' hybrid electric busses. Less noise, less pollution, better fuel efficiency.	Busses purchased. There is less noise, pollution and better fuel efficiency.
7697	4	SON	101 - Old Redwood Hwy Overcross and I/C	Reduce congestion, circulation, emissions and travel time. Improve safety.	Increased capacity, circulation and traffic operations. Added bike lane and ADA compliant.
	4	SON	101 - Airport Overcross and I/C (CMIA) (4,5)	US 101 between Fulton Rd & Windsor Rd, replace OC and construct sound walls.	Replaced 2 lane Airport Blvd OC w/ 4lanes, and construct sound walls in Windsor. Modified on/off ramps
	4	SON	101 - Petaluma River Bridge (CMIA)	Project not closed out yet.	Project not closed out yet.
7671	4	VAR	Signal System Rehab	Project not closed out yet.	Project not closed out yet.
7510	5	SB	Union Valley Pkway Arterial - Ph III	Add new arterial and IC to reduce congestion at US101 IC's. Congestion relief on streets.	The new arterial and IC reduced congestion and US101 IC. Congestion relieved on local streets.
7673	5	SB	Laurel Ave Rehab 2013	Provide new AC for safer and smooth surfaces. Improve storm water drainage.	New AC. Fixed storm water issues.
7678	5	SB	Patterson Ave Sidewalk Infill	Put in sidewalk where it's missing for peds and ADA.	Filled in gap in existing sidewalks for ADA, peds, Also put in new concrete driveways for businesses.
7683	5	SB	Central Santa Maria Roadway Repairs	Increase useful life of roadways. Reconstruct roadway on E. Central Ave and Stowell Ave.	Increased useful life of both roadways.
7684	5	SB	Overlay of Various County Roads	AC overlay to extend life 15+ years. Locations are to be determined by pavement management sys.	Provided necessary maintenance. Will help reduce large deferred maintenance backlog.
7686	5	SB	Carillo Streets Rehab	Replace poor quality pavement at various locations.	Resurfaced streets and added 15 years life.
7515	5	SCR	CNG Bus Purchase	Replace 1/3 of the Santa Cruz Metro's diesel fleet with CNG busses.	Added 11 CNG busses, reducing GHG's by replacing old diesel busses.
7557	5	SCR	Metro Base Consolidated Facility	Project not closed out yet.	Project not closed out yet.
7662	6	FRE	Herndon Ave - Clovis to Fowler	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Improved safety for motor and non-motorized. Improves reliability. This is a regional multi modal system.
7663	6	FRE	Temperance - Bullard to Herndon	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Accommodate bikes, peds, cars and transit. Improve safety. Create divided roadway 30 yr lifespan.
7667	6	FRE	Willow Ave - Barstow Ave to Escalon Ave	Improve traffic ops. Reduce accidents. Provide safe ped access. Improve circulation along Willow Ave	Improve traffic ops. Reduce accidents. Provide ped access. Improve circulation.
7668	6	FRE	Peach Ave - Kings Canyon Rd to Belmont	Widening Peach Ave from 2 to 4 lanes. Curb, gutter, sidewalk, trees, landscape median, bike lanes.	Improve mobility along Peach Ave.
7675	6	FRE	Herndon EB - Brawley to Blythe	Improve air quality, reduce congestion, improve travel time @ safety of peds and cars.	Added travel lane, signal and sidewalk. Alleviated traffic congestion, improved travel time and air quality

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7680	6	FRE	Temperance - Enterprise Cnl. To Shepherd	Accommodate bikes, peds and cars. Improve safety, divided roadway, 30 yr lifespan.	Widened Temperance Ave. Added lanes, signal, median,
7685	6	FRE	SR 180 West Frontage Road	Meet existing and future traffic demands. Restore connectivity	Improved traffic circulation in Roeding business Park. Promote economic development.
7696	6	FRE	Rt 180 - Kings Canyon Expwy Seg 2	Construct 4 lane Expwy.	Constructed 4 lane expwy. Increased capacity, improved safety.
7485	6	MAD	3R & ADA - D Street and Almond Ave	Rehab, resurface and reconstruct arterial and collector streets.	Pavement improvements eliminated existing defects and improved the flow of traffic and safety.
7486	6	MAD	3R & ADA - South Gateway Drive	Rehab, resurface and reconstruct arterial and collector streets.	Pavement improvements eliminated existing defects and improved the flow of traffic and safety.
7541	6	MAD	4th St, Pine to K St	Rehab, resurface & Reconstruct city streets and improve drainage. Add 15+ years.	Pavement improvements eliminated defects and Improved storm water conveyance. ADA ramps.
7549	6	MAD	Avenue 9 Improvements	Provide thru lanes for safety for left turns at 2 intersections.	Rehabbed roadway between SR41&SR99, safer for public, improved drainage
7613	6	MAD	Presidential Street Resurfacing	Overlay streets with asphalt.	Overlay several residential streets. Smooth surface. Pulverized streets to fix damaged areas.
7406	6	MAD	Ave 12 Sidewalk between Rds 36 & 37	Add new 5'sidewalk. Safety and encourage ped traffic.	Added sidewalk. Safer for peds.
7442	6	MAD	Rehab, Resurface, Reconstruct & ADA	Rehab, resurface, reconstruct roadways and install ADA curb returns. Add 15+ years life.	Pavement improvements improved flow of traffic and safety. ADA ramps are safer for peds too.
7444	6	MAD	Street 3R and ADA Improvements	Various roads, Rehab, resurface, reconstruct roadways and install ADA curb returns. 15+ years added	Pavement improvements improved flow of traffic and safety. ADA ramps are safer for peds too.
7445	6	MAD	Road 200 Reconstruction & Widening	Reconstruct and widen Rd 200. 40' wide.	Completed bridge over Ladd Creek. Part of a multi-phase project.
7429	6	TUL	Road 108 Widening	Widen Rd 108 from Leland to Caldwell from 2 to 4 lanes.	Added new traffic signals at Ave 272 & Ave 264. Increased the efficiency of traffic. Safer. 4 lanes and left turn pockets enhanced traffic on Rd 108
7431	6	TUL	Road 80 Widening - Phase 1A	1.75 mile widen from 2 to 4 lanes.	Widened less than 2 miles of the 14 mile corridor, including turn pocket and acceleration lane. Reduced accidents.
7511	6	TUL	Avenue 416 Widening (Rd 56 to Rd 80)	Project not closed out yet.	Project not closed out yet.
7449	7	LA	I-10 & I-110 Convert to HOT Lanes	Reduce congestion, GHG's, emissions and increase travel time savings.	Convert HOV to HOT lanes. New toll funds. Increased ridership on Silver Line.
7484	7	LA	I-5 Carmenita Interchange	Improve on and off ramps. IC circulation. Reduce congestion improve safety.	Improved mobility, increased capacity, improved safety. Eliminated vehicle and train conflict w/ grade separation.
7494	7	LA	CNG Bus Procurement (3,4)	Reduce emissions.	CNG Busses procured. Improve service quality. Lower average fleet age. Increase reliability
7495	7	LA	Positive Train Control (3,4)	Project not closed out yet.	Project not closed out yet.
7496	7	LA	LA- San Fernando Valley Transit Ext (2,3)	Relieve congestion and increase ridership.	4 mile bus rapid transit alignment, 4 stations, maximized ridership, bike way.
7555	7	LA	Transit Bus Acquisition	New buses to reduce emissions.	Reduced fleet age and retired old vehicles. Increased reliability.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7664	7	LA	Exposition Light Rail Transit Ph II	Will provide high capacity transit maintenance service.	Provides high capacity and sustainable maintenance service to rail vehicles.
7695	7	LA	Crenshaw/LAX Transit Corridor	Project not closed out yet.	Project not closed out yet.
	7	LA	I-5 N. Carpool Lns SR 118-170	Alleviate traffic congestion, improve level of service, encourage carpooling and improve air quality.	Provided HOV lane in each direction. Reconstructed mixed flow lane providing direct HOV to HOV connector. Encourages carpooling, alleviates congestion and improves air quality
	7	LA	I-5 HOV Empire Ave I/C	Project not closed out yet.	Project not closed out yet.
7544	8	RIV	Monroe Street Improvements	Eliminate gap closure, congestion, and complete system. Improve mobility, safer for peds, bikes.	Eliminated gap closure, congestion. Completed the system. Improved mobility. Sidewalk, bike lanes, multi use trail
7545	8	RIV	Varner Rd at Jefferson St Improv.	Eliminate gap closure, remove congestion, complete system. Increase mobility.	Widened Varner from 2 to 4 lanes, eliminated gap closure, congestion, Improved flow.
7546	8	RIV	Foothill Parkway Westerly Extension	Project not closed out yet.	Project not closed out yet.
7556	8	RIV	Highway 111 Improvements	Reduce congestion, improve safety. Traffic signal improvements. Bus turnouts.	Reduced congestion. Improved safety. Traffic signal improvements. Bus turnouts.
7636	8	RIV	I-15 / Los Alamos Crossing (Comp \$ also)	Gap closure to existing 4 lane Los Alamos Rd. Relieve bottleneck. Improve circulation. Min vert clearance.	Replaced 2 lane bridge with 4 lane bridge. Removed constriction.
7640	8	RIV	I-10 / Monterey Ave I/C	Eliminate congestion on NB Monterey Avenue	Congestion has been relieved. Air Quality improved.
7652	8	RIV	Fred Waring Drive	Provide 3 thru lanes each dir. To reduce future congestion. Raised median for safety. Drainage. Sound wall	Widened Fred Waring Dr to provide 3 lanes each direction. Raised median for safety. Drainage improvements added. Sound wall constructed reducing noise. Traffic signals modified to accommodate new widened roadway. ADA ramps.
7653	8	RIV	Rt 91 Corridor Improvement	Improve mobility and relieve congestion.	Improved mobility and relieved congestion. Improved goods movement.
7656	8	RIV	Hwy 111 at Washington St	Improve LOS to E or better at peak hour, season.	Brought LOS to E or better at peak times. Added left turn lanes, dedicated right turn lanes. Median mod. Restriping, replaced bus turnout
7538	8	SBD	I-15/Ranchero Rd I/C	Project not closed out yet.	Project not closed out yet.
7658	8	SBD	Maple Lane Improvements	Minimize hazards and structure damage with reduced flooding.	Improved condition of roadway and improved drainage and erosion.
7659	8	SBD	National Park Dr. Improvements	Construct curb/gutter for drainage improvement. Sidewalk/bike path connecting trails. Pavement Rehab	Construct curbs/gutter for drainage improvement. Sidewalks bike path provide access to visitor center. Pavement rehab.
7660	8	SBD	Rt 62 Imp. Apache Trail to Palm Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Provided geometric traffic control and infrastructure improvements for increased circulation and safety for car, bike and ped.
7661	8	SBD	Rt 62 Imp. La Honda Wy to Dumosa Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Provided geometric traffic control and infrastructure improvements for increased circulation and safety for car, bike and ped.
7666	8	SBD	Village "L" St Impr - Various Loc	Reconstruct Pine Knot & Village Drive. Improve safety for cars & peds. Improve drainage. Improve safety.	Resurface streets, improve ADA access, replace curb, gutter, sidewalk. New drainage.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7681	8	SBD	San Bernardino Downtown Rail Ext	Extend Metrolink into downtown San Bernardino providing alternate mode of transportation.	Extended Metrolink into downtown San Bernardino, provides alternate mode of transportation instead of passenger vehicles.
7682	8	SBD	Yucca Loma Bridge and Yates Rd Improvements	New corridor, interchange. Relieve congestion	A segment in a larger project that hasn't opened yet. Expects to open summer 2017
7688	8	SBD	Milliken Grade Sep	Project not closed out yet.	Project not closed out yet.
7691	8	SBD	Vineyard Ave Grade Sep	Project not closed out yet.	Project not closed out yet.
7448	10	SJ	Lower Sacramento Rd Grade Sep	Eliminate 1,650 mins/day vehicle delay. Reduce emissions by 2,500 kg/yr. Potential alignment for HSR. Improve safety	Promote safety by providing safe access for all modes. Eliminate 1,650 mins /day vehicle delay. Reduce emissions by 2,500 kg/yr
7533	10	SJ	I-5 French Camp Road I/C	Improve traffic on I5 w/ aux lanes between French Camp & Downing Ave. Improve goods movement. Provide freight rte.	Improved traffic at French Camp I-5. Aux lanes between French Camp and Sperry Rd. Added alt route for freight mvmt.
	10	SJ	Rt 99 - South Stockton 6-Lane	Add 7.2 miles. DTT savings 4,722 hrs, peak savings 376,053 mins.	Added 7.2 mi. DTT saved 4,833 hrs, peak saved 384,915 mins.
7550	11	IMP	Eastern Ave Rehab	Resurface 1.2 mi. Create safer surface for ped, bike & car traffic. Increase safety. Reduce street noise. Reduce dust.	Resurfaced 1.5 mi. Created safer surface for ped, bike & car traffic. Increased safety. Reduce street noise.
7551	11	IMP	Grape Ave Improvements	Reduce hazards. Add Cl1 bike lane, Benefit school children with safety.	Reduce hazards to car and ped. Added new Cl1 bike lane. Safety for school children. Smoother driving surface.
7552	11	IMP	Lake Ave Improvements	Increase safety and improve aesthetics. Extend life by 15+ years.	Replaced deteriorated AC, Improved storm water conveyance, established ADA curb returns.
7553	11	IMP	FY 2013 Streets Rehab	Supports SCAG regional Transportation Plan. Maximize mobility for all people and goods. Remove potholes, cracks.	Maximizes mobility for all people and goods in region by removing potholes. Ensures safety and reliability. Bikes/peds.
7554	11	IMP	6th St and G St Improvements	Bring traffic back to 6th & G Sts by removing potholes. Maximize mobility and accessibility for all people and goods. Safety	Maximize mobility and accessibility for all people and goods. Remove potholes & cracks. Level road surface, add curb/ gutter
7560	11	IMP	Willoughby Road	Provide safety benefits, ease of travel, reduce vehicle wear, Removed potholes and cracks.	Repaired potholes, cracks. Created smoother driving surface. Improved safety and reliability. 15+ yrs life.
7561	11	IMP	Dogwood Road	Will resurface .5mile Dogwood Rd. Provide safety, ease of travel, reduce vehicle wear.	Resurfaced .5miles Dogwood Rd. Removed potholes, cracks. Created smoother driving surface. Safety. Ease of travel.
7562	11	IMP	Downtown Repaving	Resurface 3,800 ft of local roads.	Pavement rehab. Provided safety.
7563	11	IMP	5th Street Repaving	Rehab. Increase safety. Solve drainage issues. Increase air quality.	Pavement rehab. Provided safety.
7564	11	IMP	South N Street Reconstruction	Reconstruct South N St.	Improved larger area than PPR. Was 1,120.68' improved. Actual 2,225' improved.
7497	11	SD	Blue Line Light Rail Vehicles	Replace existing Light Rail vehicles to increase passenger capacity by 6%, reduce maintenance, reduce ADA boarding time.	Increased efficiency along blue, orange and green lines with new low floor LRT vehicles. Easier for ADA
7513	11	SD	Blue Line Crossovers and Signals	Increased capacity. Improved performance, Can single track or reverse. Improved flexibility.	Same as PPR. Increased system capacity, improved on time performance, ability to single track, Improved flexibility
7531	11	SD	Blue Line Station Rehab	Reconstruct light rail stations, raise platforms, replace track and shelters. Replace 17 mi rail.	Improved track, replace shelters, upgraded systems communication infrastructure. Added parking and raised platforms.
7559	11	SD	Blue Line Traction and Power Substations	Project not closed out yet.	Project not closed out yet.
7699	11	SD	I-5 Genessee	Project not closed out yet.	Project not closed out yet.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
	11	SD	I-805 HOV Managed Lanes - North	Project not closed out yet.	Project not closed out yet.
7408	12	ORA	Imperial Hwy and Assoc. Rd Smart St.	Improve traffic congestion by maintaining LOS D or better. Improve traffic flow onto NB SR 57.	Maintain LOS D or better. Improved traffic flow. Same as PPR.
7503	12	ORA	Oso Parkway Widening	Add capacity relieve congestion. LOS from E to C . V/C ratio of 0.748.	Widened Oso Pkwy from 6 lanes to 8 lanes over .4mile. Added capacity, relieved congestion, LOS increase to C
7504	12	ORA	Cow Camp Rd	Add capacity and relieve traffic congestion. LOS to improve from F to A VC ratio to improve from 1 to .71	Once the segment 2 project is complete the LOS will improve from F to A and VC ratio will improve from 1 to .71
7505	12	ORA	Brookhurst St Widening	Add capacity and relieve traffic congestion. LOS to improve from D to B VC ratio to improve from .80 to .64	LOS improved to A. VC ratio improved to .52
7506	12	ORA	Bristol St Widening	Add capacity and improve LOS from E to B. VC ratio to improve from .93 to .62	LOS improved to B. VC ratio improved to .69
7507	12	ORA	Harbor Blvd & Adams Ave	LOS to improve from E to B. VC ratio to improve from .96 to .67	LOS improved to B. VC ratio improved to .67
7535	12	ORA	Tustin Ranch Road Extension (4,5)	Improve livability and economic competitiveness. Improve congestion on parallel routes. Decrease travel time.	Constructed new roadway to close gap. Included bike /ped facilities. Improved livability & economic competitiveness
7542	12	ORA	Laguna Niguel/Mission Viejo Metrolink	Add 176 pkg spaces to Laguna/Nigel Metrolink pkg lot.	Added 176 pkg spaces.
7543	12	ORA	La Pata Avenue	Improve overall traffic circulation for residential and employment centers Improve congestion and decrease travel time. Includes bike and ped.	Improved traffic circulation and reduced congestion on parallel routes. Decreases travel time.
7565	12	ORA	Aliso Creek Rehab	Maintain roadway at high level of service - increase useful life 15+ years	Extended pavement useful life 10-20 years.
7566	12	ORA	Residential Rehab	Maximize mobility, ensure travel safety and maximize the productivity of our transportation system.	Maximize mobility, ensure travel safety and maximize the productivity of our transportation system.
7567	12	ORA	Redhill Avenue Rehab	Eliminate blight and provide a safe and smooth commute. Extend its lifecycle.	Resurface the roadway for system preservation including: striping, loop detector replacement and traffic control.
7568	12	ORA	Cerritos Avenue Widening	Add capacity, relieve congestion.	Added capacity and relieved congestion. Replaced curb/sidewalk, curb ramps.
7569	12	ORA	Valley View Ave Overlay	Eliminated the existing pavement distress and provided a new road surface.	Eliminated the existing pavement distress and provided a new road surface.
7570	12	ORA	Lambert Rd Ph 2 Rehab	Extend the useful service life of the existing roadway segment.	Extend the useful service life of the existing roadway segment.
7571	12	ORA	Local Road Rehab	Prolong the service life of the road, add structural capacity to the roadway, and improve the smoothness of the ride.	Prolong the service life of the road, add structural capacity to the roadway, and improve the smoothness of the ride.
7572	12	ORA	Berkeley Avenue Reconstruction	Extend the useful life of the pavement.	Extend the useful life of the pavement.
7573	12	ORA	Magnolia Avenue Reconstruction	Provide adequate pavement strength and a more uniform surface for vehicular traffic.	Extend the useful life of the pavement.
7574	12	ORA	Goldenwest St & Garfield Ave Rehab	Provide smoother ride-ability and extend the life of the streets.	Provide smoother ride-ability and extend the life of the streets.
7575	12	ORA	Brookhurst Street Improvement	Smoother driving surface, reduce smog and extend the useful life of the pavement.	The improvements provide a better ride quality and service life for Brookhurst Street and provide ADA compliant pathways for pedestrians.
7576	12	ORA	La Palma Ave Rehab - Valley View/ WCL	Extend the pavement life by a minimum of 15 years.	Extend the pavement life by a minimum of 15 years.
7577	12	ORA	La Paz Road Rehab	Extend the life of roadway. Ensure traffic safety and reliability.	Extend the life of roadway. Ensure traffic safety and reliability.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7578	12	ORA	Lake Forest Dr / Rockfield Bl Resurface	Extend the useful life of these highly travelled arterial roads.	2" rubberized asphalt overlay, new sidewalks, curbs & gutters
7580	12	ORA	Anaheim Blvd Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7581	12	ORA	Orange Avenue Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7582	12	ORA	Sunkist St Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7583	12	ORA	Knott Avenue Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7584	12	ORA	Tustin Avenue / Riverdale Ave Improvement	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7585	12	ORA	Broadway Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7586	12	ORA	Irvine Blvd & McFadden Ave Rehab	Extend the useful life of the roadway, reduce future maintenance needs and costs, and upgrade curb ramps to current federal ADA requirements.	Extend the useful life of the roadway, reduce future maintenance needs and costs, and upgrade curb ramps to current federal ADA requirements.
7587	12	ORA	Newport Ave Bike Trail Reconstruct	Extend the useful life of the facility, reduce future maintenance needs and costs, and provide an aesthetic benefit.	Extend the useful life of the facility, reduce future maintenance needs and costs, and provide an aesthetic benefit.
7588	12	ORA	Enderle Center / Vandenburg Ln Intersection	Provide greater safety for motorists, pedestrians and reducing collisions as well as aesthetic benefits.	Provide greater safety for motorists, pedestrians and reducing collisions as well as aesthetic benefits.
7589	12	ORA	Brookhurst Street Improvement	Improved driving and drainage conditions; enhance traffic safety.	Improved driving and drainage conditions; enhance traffic safety.
7590	12	ORA	Citywide Street Rehab	Rehabilitate various roads within the City of Stanton to increase the useful life of these roads.	Rehabilitate roadways to prolong the lifespan of these roadways.
7591	12	ORA	Jamboree Rd Rehab	Rehabilitation of Jamboree to prevent the street from deteriorating further. Will extend useful life of pavement.	Rehabilitation of Jamboree to prevent the street from deteriorating further. Will extend useful life of pavement.
7592	12	ORA	Local Street Rehab	Rehab has extended the life of the streets pavement and helped eliminate total roadway reconstruction. Bringing to current ADA compliance.	Rehab has extended the life of the streets pavement and helped eliminate total roadway reconstruction. Bringing to current ADA compliance.
7593	12	ORA	Balboa Blvd / Channel Rd	Enhance safety and extend pavement life by at least 15 years.	Enhance safety and extend pavement life by at least 15 years.
7594	12	ORA	Street Rehab	Pavement rehab. Improve drainage. Increase life by at least 15 years.	Removed and repaved surface of various streets with rubberized asphalt. Extend life by at least 15 years. Curb ramps installed to meet ADA requirements.
7595	12	ORA	Yorba Linda Blvd Rehab	Increase of overall mobility and accessibility for motorists and provided a smooth driving surface.	Increase of overall mobility and accessibility for motorists and provided a smooth driving surface.
7596	12	ORA	Arterial and Local Street Rehab	Resurfacing project is a longer lasting road and cost efficiency.	Provide a longer lasting roadway surface to roads in significant need before any further delays increased the cost.
7597	12	ORA	Jeronimo Road Resurfacing	Restore the roadway surface improving drivability of the roadway preventing deterioration.	Replace deficient asphalt, curb, gutter, sidewalk, and curb ramps and to resurface Jeronimo Road to extend useful life.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7598	12	ORA	El Toro Road / Ridge Route Drive Rehab	Roadway maintenance to current standards.	Extended the roadways useful life term.
7599	12	ORA	Rose Drive / Yorba Linda Blvd	Increase current and future traffic flows. Increase access.	Reduce traffic congestion, air quality, maximize mobility and accessibility.
7600	12	ORA	Valencia Avenue Rehab	Restore road surface in support of current and future traffic.	Improve air quality, maximizes mobility and accessibility.
7601	12	ORA	Broadway & McFadden Rehab	Extend the useful life of the pavement by at least 15 years.	Will prevent further deterioration of the street and will save the city money in the long run.
7602	12	ORA	Camino De Los Mares Rehab	Rehabilitate a 4 lane Secondary Arterial Hwy, extend useful life of the roadway.	Ensure the travel safety and reliability; preserve and ensure sustainable regional transportation system by extending useful life.
7603	12	ORA	Idaho Street Rehab	Repair and restore existing infrastructure and extend useful life.	Replace failed curb and gutter areas, reconstructed failed pavement, and extend useful life.
7604	12	ORA	Campus Drive Rehab	Increase travel comfort and reduce wear and tear; extend useful life.	Extended useful life, rehabilitated and restored pavement structural stability.
7605	12	ORA	Jamboree Road Rehab	Extend useful life of the roadway, increase travel comfort and reduce normal vehicle wear and tear.	Rehabilitate the pavement and restore structural stability and extend useful life of the roadway.
7606	12	ORA	Santa Margarita Parkway Rehab	Extend useful life of the pavement.	Pavement preservation, improved ride quality, and aesthetics.
7607	12	ORA	Residential Rd Rehab	Extend useful life of the pavement.	Pavement preservation, improved ride quality, and aesthetics.
7608	12	ORA	Moulton Pkwy Smart Street, Seg. 3	Project not closed out yet.	Project not closed out yet.
7609	12	ORA	Skyline Drive Reconstruction	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.	Provide a new structural section of pavement to repair and extend pavement life.
7610	12	ORA	Dale Street Reconstruction	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.
7611	12	ORA	Trolley Bus Acquisition	Transit vehicle purchase.	Purchase of 3 trolleys.
7616	12	ORA	El Toro Road Reconstruction	Increase mobility and accessibility for motorists and increase pedestrian safety and mobility.	Upgrade of several access ramps throughout the project and surrounding areas to meet ADA standards.
7617	12	ORA	Business Area Street Improvement	Maximize mobility and accessibility and ensure travel safety and reliability, ensure sustainable transportation system.	Maximize mobility and accessibility and ensure travel safety and reliability, ensure sustainable transportation system.
7618	12	ORA	La Palma Ave Rehab - Beach Blvd/ECL	Extend useful service life of existing roadway segment, improve reliability and enhance safety.	Pavement reconstruction, wheelchair ramps reconstructed to comply with ADA requirements.
7650	12	ORA	La Colina Drive Pavement Rehab	Provide new structural section to extend pavement life. Improve serviceability.	Provide new structural section to extend pavement life. Improve serviceability.
7700	12	ORA	I-5 HOV Pac. Coast Hwy - San Juan Clark Rd	Project not closed out yet.	Project not closed out yet.
7701	12	ORA	SR 91 Aux Lane, Tustin Ave-SR55 I/C	Eliminate operational problems and deficiencies.	Improved traffic by adding lanes and eliminating deficiencies.

SLPP Corrective Actions – Formula Projects

There are no SLPP Formula project Corrective Actions this quarter.

SLPP Updates – Formula Projects

There are no SLPP Formula project Updates this quarter.

Competitive Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED		SCOPE	BUDGET	SCHEDULE
186	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	\$52,323	\$38,200	\$1,000	9/2013	1/2013	75%		X			●	●	●
187	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	\$50,883	\$37,983	\$1,000	4/2014	6/2013	100%	9/2018	X			●	●	●
Totals						\$103.2M	\$76.2M	\$2M										

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

Competitive Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
188	3	SAC	City of Elk Grove	Franklin / Elk Grove (1) 7397	\$4,015	\$3,103.4	\$1,976	\$1,064.4	\$988	\$533	\$455		1/2010	4/01/10	12/08/10
189	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1) 7398	\$4,294	\$3,841.7	\$3,703	\$3,250.9	\$1,000	\$1,000			1/2010	7/14/10	1/13/12
190	3	SAC	SacRT	So Sac Light Rail - Cosumnes River Transit Station (5) 7674	\$89,822	\$96,714.5	\$89,822	\$96,714.5	\$1,000	\$1,000			5/2013	7/23/13	8/31/17
191	3	ED	El Dorado County	Silva Valley Parkway Widening (2) 7414	\$2,735	\$1,164	\$1,985	\$730.7	\$993	\$365	\$628		4/2010	10/29/10	4/13/12
192	3	ED	El Dorado County	Durock Rd / Business Dr. Intersection (2) 7413	\$1,740	\$2,046.9	\$1,440	\$1,294.8	\$710	\$648	\$62		4/2010	8/24/10	9/13/11
193	3	ED	El Dorado County	White Rock Road Widening & Signal (2) 7415	\$1,132	\$1,322.1	\$1,000	\$995.1	\$500	\$498	\$2		4/2010	10/29/10	4/13/12
194	3	ED	El Dorado County	Pleasant Valley/Patterson Drive Signal (4) 7527	\$3,898	\$4,803.4	\$2,200	\$2,764.8	\$600	\$600			6/2013	10/3/13	4/28/15
195	3	ED	City of Placerville	Point View Drive (1) 7402	\$3,160	\$2,399.5	\$2,455	\$1,674.5	\$750	\$750			1/2010	6/01/11	1/10/12
196	3	PLA	Placer County	Tahoe City Transit (1) 7487	\$7,342	\$7,342	\$5,808	\$5,808	\$226	\$226			1/2010	6/29/10	10/29/12
197	3	PLA	Placer County	Auburn Folsom Rd Widening (5) 7619	\$7,720	\$9,249	\$6,670	\$7,946.7	\$1,000	\$1,000			6/2013	9/10/13	1/24/17
198	3	PLA	Placer County	Kings Beach Commercial Imp (5) 7621	\$45,875	\$29,406	\$33,025	\$22,325	\$1,000	\$1,000			6/2013	12/31/13	11/22/16
199	3	PLA	City of Lincoln	Nicolaus Road Widening (4) 7525	\$1,578	\$1,648	\$1,516	\$1,450	\$758	\$725		\$33	6/2012	8/01/12	4/30/13
200	3	PLA	City of Lincoln	Nelson Lane Improvements (5) 7620	\$1,400	\$7,037.6	\$1,200	\$6,582.7	\$600	\$600			6/2013	4/10/14	3/10/15
201	3	PLA	City of Roseville	Blue Oaks Blvd Widening (5) 7622	\$3,950	\$3,741.9	\$3,800	\$3,366.3	\$1,000	\$1,000			6/2013	10/16/13	2/04/15
202	3	PLA	City of Roseville	Fiddymment Road Widening (4) 7529	\$3,660	\$2,877	\$3,100	\$2,616.6	\$1,000	\$1,000			1/2012	5/31/12	4/17/13
203	3	SAC	City of Elk Grove	Elk Grove-Florin Rd/ E Stockton Blvd (5) 7689	\$1,108	\$1,227.9	\$838	\$938.2	\$419	\$419			6/2013	10/28/13	3/11/15
204	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2) 7425	\$6,488	\$6,345.2	\$6,488	\$6,345.2	\$1,000	\$1,000			1/2011	9/30/10	1/27/12
205	4	CC	CCTA	I-680 Aux Lanes, Seg 2 (4) 7524	\$34,000	\$35,420	\$29,870	\$31,089	\$1,000	\$977		\$23	8/2012	12/1/12	12/1/14
206	5	SLO	San Luis Obispo County	Willow Road Extension (1) 7409	\$6,500	\$4,866.8	\$6,500	\$4,866.8	\$1,000	\$1,000			1/2010	6/14/10	8/09/11
207	5	SLO	San Luis Obispo County	Willow Road Extension Phase II (2) 7423	\$27,821	\$16,878.8	\$27,821	\$16,878.8	\$1,000	\$1,000			1/2011	3/21/11	9/22/15

Competitive Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
208	5	SLO	San Luis Obispo County	Willow Road Extension Mitigation (5) 7623	\$750	\$1,029.7	\$750	\$1,029.7	\$375	\$375			3/2013	3/19/13	4/7/17
209	5	SLO	San Luis Obispo County	Los Osos Valley Road (4) 7523	\$600	\$232.9	\$600	\$232.9	\$174	\$117		\$57	5/2013	9/24/13	2/04/14
210	5	SB	City of Goleta	Fairview/Berkeley Traffic Signal (2) 7417	\$315	\$223.1	\$300	\$203.3	\$150	\$102	\$48		4/2010	2/07/11	4/14/11
211	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	\$2,218	\$1,631.6	\$1,285	\$1,319.4	\$335	\$335			10/2011	3/01/12	11/15/13
212	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2) 7412	\$1,278	\$572.76	\$1,100	\$530.69	\$550	\$266	\$284		4/2010	6/28/10	11/01/10
213	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	\$569	\$493.7	\$485	\$410	\$243	\$205	\$38		10/2011	04/09/12	8/07/12
214	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	\$1,374	\$1,490.6	\$759	\$575.4	\$379	\$282	\$97		10/2011	4/09/12	10/08/12
215	6	FRE	City of Clovis	Bullard/ Locan (3) 7466	\$860	\$781.7	\$730	\$651.2	\$315	\$315			10/2011	8/01/12	1/22/13
216	6	FRE	City of Fresno	Traffic Sig Shields/Temperance(5) 7670	\$445	\$339.9	\$430	\$325.4	\$215	\$159		\$56	6/2013	6/05/14	3/17/15
217	6	FRE	City of Fresno	Traffic Sig Audubon/Cole (5) 7672	\$377	\$327.3	\$362	\$318.6	\$181	\$151		\$30	6/2013	4/03/14	7/08/15
218	6	KER	City of Bakersfield	Mohawk Street Extension (5) 7626	\$2,393	\$3,416.8	\$2,028	\$3,051.7	\$1,000	\$1,000			3/2013	9/11/13	6/6/14
219	6	KER	City of Bakersfield	Hageman Road – Install and Sync Signals (5) 7676	\$450	\$553.5	\$450	\$553.5	\$225	\$225			6/2013	11/20/13	7/24/14
220	6	KER	City of Bakersfield	Hosking Ave Widening (5) 7677	\$872	\$815.2	\$872	\$815.2	\$436	\$408		\$28	6/2013	11/20/13	5/23/14
221	6	KIN	City of Hanford	Greenfield Avenue Extension (1) 7399	\$895	\$639.9	\$825	\$608.9	\$250	\$185	\$65		1/2010	8/1/10	6/07/11
222	6	KIN	City of Hanford	12 th Ave Widening (1) 7400	\$2,370	\$2,476.1	\$2,150	\$2,182.5	\$600	\$487	\$113		1/2010	8/1/10	6/07/11
223	6	KIN	City of Hanford	11 th Ave Widening (2) 7411	\$1,448	\$1,153.6	\$1,320	\$1,045.4	\$500	\$396	\$104		4/2010	6/28/10	4/05/11
224	6	KIN	City of Hanford	12 th Ave Widening/Reconstruct (3) 7470	\$3,140	\$3,310.5	\$2,795	\$2,678.9	\$750	\$750			12/2011	7/30/12	2/08/13
225	6	KIN	City of Hanford	10 th Ave Widening (4) 7522	\$1,930	\$2,225.9	\$1,650	\$1,988.9	\$750	\$750			6/2012	2/04/14	9/24/14
226	6	KIN	City of Hanford	Campus Dr / UPRR Crossing (5) 7627	\$740	\$827.5	\$640	\$751	\$320	\$320			6/2013	12/3/13	9/3/14
227	7	LA	City of Lancaster	25 th Street East Alignment (5) 7665	\$722	\$489.9	\$722	\$489.9	\$361	\$244		\$117	6/2013	12/10/13	1/12/16
228	8	RIV	City of Indio	Golf Center Parkway Rehab (2) 7418	\$3,400	\$2,426	\$3,000	\$2,026	\$433	\$433			4/2010	2/22/10	7/12/10
229	8	RIV	City of Moreno Valley	Cactus Ave Improvements (2) 7439	\$6,350	\$4,926	\$5,500	\$4,076	\$1,000	\$1,000			1/2011	3/13/12	5/27/13
230	8	RIV	City of Moreno Valley	SR 60 Nason Street Improvement (4) 7518	\$17,130	\$18,391	\$17,030	\$18,291	\$1,000	\$1,000			5/2012	9/12/12	12/21/15

Competitive Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
231	8	RIV	City of Moreno Valley	Cactus Ave Widening EB 3 rd Lane (5) 7628	\$1,515	\$1,558.8	\$1,120	\$1,193.8	\$560	\$549		\$11	5/2013	10/08/13	8/17/14
232	8	RIV	City of Moreno Valley	Perris Blvd Improvements (5) 7679	\$6,000	\$5,730.4	\$6,000	\$5,730.4	\$1,000	\$955		\$45	6/2013	5/13/14	12/21/15
233	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Formula Funds also, project totals are shown in Formula Chart)					\$1,000	\$1,000			10/2015	4/1/13	8/18/15
234	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2) 7426	\$3,100	\$2,267	\$2,746	\$1,913.1	\$1,000	\$957	\$43		1/2011	3/21/11	7/31/11
235	8	RIV	Riverside Cnty	Magnolia Ave and Neece St (2) 7435	\$781	\$903.1	\$620	\$665.9	\$150	\$150			10/2011	6/25/12	11/05/12
236	8	RIV	Riverside Cnty	I-15 Indian Truck Trail IC (3) 7480	\$9,100	\$10,343	\$6,300	\$7,775.6	\$1,000	\$1,000			10/2011	9/27/11	3/18/14
237	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3) 7473	\$184	\$175.1	\$184	\$175.1	\$92	\$88	\$4		10/2011	8/15/11	11/30/11
228	8	RIV	Town of Apple Valley	Kiowa Road Widening (5) 7629	\$640	\$663.8	\$640	\$663.8	\$320	\$320			1/2013	6/25/13	12/16/13
239	8	SBD	City of Chino	Signal Interconnect (5) 7630	\$900	\$776.7	\$900	\$776.7	\$450	\$389		\$61	6/2013	12/03/13	12/16/14
240	8	SBD	City of Fontana	I-15 Duncan Canyon IC (3,4) 7471	\$35,274	\$34,916.2	\$28,954	\$28,865.4	\$1,972	\$1,972			6/2012	10/1/12	3/3/17
241	8	SBD	City of Hesperia	Ranchero Rd Grade Sep (3) 7481	\$30,845	\$31,646.9	\$25,000	\$27,210.1	\$1,000	\$1,000			3/2011	8/31/11	9/30/13
242	8	SBD	City of Highland	SR 210/Greenspot Rd Imp (4,5) 7520	\$6,331	\$10,216.8	\$6,331	\$9,339.3	\$1,886	\$1,886			6/2012 3/2013 6/2013	7/23/13	11/30/15
243	8	SBD	City of Highland	5 th Street Corridor Improvements (7631)	\$3,795	\$2,484.4	\$3,795	\$2,484.4	\$1,000	\$1,000			6/2013	11/20/13	2/14/17
244	8	SBD	City of Highland	Baseline / Greenspot Rd (7690)	\$974	\$1,021.7	\$974	\$1,021.7	\$393	\$393			6/2013	10/28/13	10/13/15
245	8	SBD	City of Highland	Greenspot Rd Bridge @ Santa Ana River (5) 7632	\$13,534	\$13,606.2	\$13,534	\$13,606.2	\$1,000	\$948		\$52	11/2013	10/01/13	4/01/16
246	8	SBD	City of Montclair	Monte Vista Ave Widening (5) 7633	\$663	\$522.6	\$360	\$461.8	\$180	\$180			5/2013	4/07/14	9/29/14
247	8	SBD	City of Redlands	Redlands Blvd / Alabama Street Improvements (5) 7634	\$5,581	\$6,339.4	\$5,581	\$6,339.4	\$1,000	\$1,000			6/2013	11/19/13	3/24/16
248	8	SBD	City of Upland	Foothill Blvd (Route 66) (3) 7479	\$2,100	\$5,159	\$2,100	\$5,159	\$1,000	\$1,000			1/2012	7/09/12	8/12/13
249	10	AMA	Amador Cnty	Mission Blvd Gap (1) 7404	\$1,955	\$1,262.8	\$1,600	\$845.6	\$800	\$423	\$377		1/2010	4/19/10	1/27/11
250	10	AMA	Amador County Transp. Comm	SR 104 / Prospect Drive Relocation (3) 7465	\$2,132	\$2,296.3	\$1,771	\$1,935.3	\$885	\$885			10/2011	6/18/12	5/31/13

			Competitive Projects - Completed												
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
251	10	MER	City of Merced	Parsons Avenue (1) 7410	\$2,319	\$2,261.9	\$1,590	\$2,116.3	\$1,000	\$1,000			4/2010	09/20/10	11/11/11
252	10	MER	City of Merced	Parsons Ave/Ada Givens Gap (3) 7482	\$1,650	\$1,274	\$800	\$825	\$400	\$400			10/2011	5/01/12	11/17/12
253	10	MER	City of Merced	Yosemite Ave Reconstruction (2) 7428	\$2,100	\$2,114	\$1,850	\$2,007	\$1,000	\$1,000			1/2011	1/10/12	11/29/12
254	10	MER	City of Merced	Highway 59 / Cooper Avenue (1) 7419	\$5,020	\$3,307	\$2,300	\$2,077	\$1,000	\$1,000			1/2011	8/08/11	12/31/12
255	11	SD	San Diego County	South Santa Fe Ave North Reconstruction (1) 7403	\$29,652	\$31,267.4	\$21,387	\$23,751.4	\$1,000	\$1,000			4/2010	4/01/10	3/01/13
256	12	ORA	City of Anaheim	Katella Ave Widening (5) 7579	\$7,300	\$7,195.6	\$7,300	\$7,195.6	\$1,000	\$1,000			6/2013	11/19/13	4/30/15
257	12	ORA	City of Anaheim	Tustin & La Palma Ave Widen (3) 7476	\$6,200	\$13,067.7	\$4,000	\$10,227.8	\$1,000	\$1,000			6/2013	4/16/13	7/09/15
Total Completed Competitive SLPP					\$489M	\$483M	\$425M	\$427M	\$50M	\$47.3M	\$2.32M	\$513K			

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7402	3	ED	Point View Drive	Improve mobility and safety for Apple Hill visitors. Connect Point View Dr to Jacquier Rd. Class 2 bike lanes.	Improved mobility and safety for Apple Hill visitors. Connected Point View Dr to Jacquier Rd. Class 2 bike lanes.
7413	3	ED	Durock Rd / Busines Dr. Intersection	Ped signal, ADA ramps, CI2 bike lanes, bike detector loops. Safety and mobility.	New turn pockets, signal, ped ramps, crosswalk and CI2 bike lanes. Safety and multimobility.
7414	3	ED	Silva Valley Parkway Widening	Increase capacity decrease delays at school. Bring roadway to LOS F. School traffic to LOS B. Add bike lane	Added thru lane, left turn storage lane improved travel. Bike lane is being used.
7415	3	ED	White Rock Rd. Widen & Signal	Coordinate signals. Add sidewalks, bike lanes, signals. Improve safety. Increase transit. Multi modal.	Improved mobility, operations for peds, bikes, and cars. Also increased capacity of White Rock Rd
7526	3	ED	Silva Valley Parkway/US 50 Interchange	Project not closed out yet.	Project not closed out yet.
7527	3	ED	Pleasant Valley Rd/Patterson Dr. Signals	Decrease congestion and improve travel times.	Turn lanes with signals and crosswalks installed. Decreased congestion and optimized intersection efficiency.
7525	3	PLA	Nicolaus Rd Widening	Widen Nicolaus Rd, 32' wide widening.	Widened Nicolaus Rd. Adds future traffic capacity to airport.
7529	3	PLA	Fiddymment Road Widening	Widen Fiddymment Rd between Baseline and Pleasant Grove Blvd. From 2 to 5 lanes.	Constructed lanes due to increased ADT. Project is in line with CIP in City of Roseville.
7619	3	PLA	Auburn Folsom Widening	Will complete the 4 lane road widening and eliminate bottleneck. Also add pedestrian path and bike lane.	Improved traffic capacities. Lessened the constraint on the alternate routes. Increased safety with left turn pockets. ADA standards now met with ramps and sidewalks. Ped path added.
7620	3	PLA	Nelson Lane Improvements	Widen Nicolaus Ln to 4 lns in between two other widenings. Adds future planned traffic to SR 65.	Widened Nicolaus Rd. Bike and electric vehicle use increased in corridor
7621	3	PLA	Kings Beach Commercial Improvement	Improve safety w/ CI2 bike lanes, 10' sidewalks, roundabouts, improve parking, drainage improvements.	1.1 miles of SR 28 improved safety and alt modes of transportation. Bike lanes, roundabouts, ADA sidewalks, new parking lots. Water quality improvements to Lake Tahoe.
7622	3	PLA	Blue Oaks Blvd Widening	Widen Blue Oaks from 4 to 6 lns. Safety for peds, bikes, cars.	Widened Blue Oaks blvd from 4 to 6 lanes between Crocker Ranch Rd & Industrial Blvd (1.7mi)
7487	3	PLA	Tahoe City Transit	Build new transit center for ped, bike, bus, car and watercraft accessibility to transit. Improve air quality.	Completed intermodal transit center. 130 pkg spaces. Ped/bike path. Increased accessibility by various modes of transp.
7397	3	SAC	Franklin/ Elk Grove	2 12' SB thru lanes, 1 bike lane, 1 NB to EB right turn lane, bus shelter, sidewalk	Added EB thru lane and 2 EB to SB right turn lanes
7398	3	SAC	Waterman / Grant Ln	1500 ft new roadway. New signal. LOS F to LOS D or better. Multi phases. Improve mobility on Grantline	Add lanes at expanded intersection. Signal for protected left turn. New curb ramps, storm drain signage and striping
7674	3	SAC	Cosumnes River College Transit Station	Improve public transit service, enhance regional connectivity, accommodate future travel demand.	Improved public transit, enhanced connectivity, alleviated congestion on SR99, improved air quality, provide access for college students.
7689	3	SAC	Elk Grove - Florin Rd/ Stockton Int	Re-align Elk Grove Blvd-Florin & E. Stockton Blvd intersection, left & right turn lanes, raised median.	Re-aligned Elk Grove-Florin to intersect with E. Stockton Blvd at 90 degree angle. New signal, curb ramps, ditches and drainage
7425	3	YOL	Tower Bridge Gateway - East ph	Reconstruct Tower Bridge Gateway to improve safety and access for multi modal traffic. Support other upcoming projects.	Improved access and safety for cars, public transit, peds, bikes. Supported new urban development in other areas of West Sac and Streetcar system.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7524	4	CC	I-680 Auxiliary Lane Project	Close the gap in I-680 aux lane between Canyon Rd and Sycamore Valley Rd. Improve safety. Congestion relief.	2 miles of aux lane added each direction. Improved safety and added congestion relief.
7623	5	SLO	Willow Road Extension Mitigation	Mitigate impacts to sensitive habitats and special status plants.	Installed irrigation lines, planted environmental required trees.
7523	5	SLO	Los Osos Valley Rd Project	Add 2 way left turn lane. Widen road and additional shoulder for safety.	Widened Los Osos Rd. Added center turn lane and bike lanes. Reduces congestion. Safer for bikes.
7409	5	SLO	Willow Rd. Extension	Expected to relieve congestion, improve traffic flow and LOS at interchanges. Reduce GHG's, improve safety	Ph1 extended Willow Rd for ease of access onto Hwy 101. Reduced truck traffic out of urban area.
7423	5	SLO	Willow Rd Extension ph II	Construct US101/Willow Rd IC. Relieve congestion, improve traffic flow.	Provided link between Hwy 1 and 101. Improved traffic flow and LOS.
7412	5	SB	Union Valley Pkwy / Bradley Rd	Widen UVP to signal controlled 4 lane, CI2 bikes, Right turn lane. Will provide better circulation and increased safety. Reduce travel times.	Provided better circulation & safety for cars, peds, bike and transit users. Signal controlled intersection.
7417	5	SB	Fairview / Berkely Traffic Signal	Install traffic signal at Fairview/Berkely. Will increase safety for ped/bike.	Installed traffic signal and it improved traffic flow and increased ped/bike safety.
7478	5	SB	Los Carneros / Calle Roundabout	Install roundabout to allow for safer bike and ped passage. Better for GHG's.	Constructed the City's first roundabout intersection. Paving, striping, landscaping, sidewalk, lighting.
7466	6	FRE	Bullard / Locan	Convert 2 Ln undivided to 3 Ln divided, bike lanes.	Project accommodated bikes, peds, vehicle and transit modes of travel. Improved safety. 30yrs lifespan.
7468	6	FRE	Shaw Ave Improvements	Convert Shaw from undivided arterial to a divided arterial. Install landscaped median island, bike	Project accommodates bikes, peds, vehicle and transit. Improve safety. 30+yr lifespan. Divided roadway.
7469	6	FRE	DeWolf Ave and Nees Avenue to SR 168	Construct N&SB center lanes, NB outside lane. Median curb island, N&SB bike lanes	Built to accommodate bikes, peds, vehicle and transit. Improves safety. Clearly delineate motorized and non- motorized travel
7670	6	FRE	Traffic Signal at Shields / Temperance	Install traffic signal Shields& Temperance. Will operate at LOS B in am and LOS C in pm.	Signalized Shields & Temperance. Alleviated traffic congestion. More ped friendly.
7672	6	FRE	Traffic Signal at Audobon / Cole	Install traffic signal at Audobon & Cole to improve travel in the area. Phasing for R/W to both ped and cars.	Signal at Audobon & Cole. Alleviated congestion. Improved travel time and air quality. More ped friendly.
7626	6	KER	Mohawk St Ext	Improve air quality, reduce VMT, Reduce congestion, support planned development. Improve connectivity.	Improved air quality. Less idling. Reduced vehicle miles. Reduced congestion. Improved connectivity
7676	6	KER	Hageman Road Signal Install and Synch	Improve air quality, reduce congestion, support current and planned development, increase capacity.	Air quality improved. Congestion reduced. Increased capacity of network. Improved access
7677	6	KER	Hosking Ave Widening	Widening lanes, air quality improvements, reduce congestion, support planned development.	Improved air quality, reduced congestion, increased capacity, support development.
7399	6	KIN	Greenfield Ave. Ext	Extend Greenfield Ave and add access to developments.	Extended Garfield Ave. Installed sidewalks, bike lanes, lighting. Increased safety.
7400	6	KIN	12th Ave. Widening	Add lanes, reduce travel delays and GHG's. Raised median. Sidewalks, bike lanes, lighting, signal.	Added 2 adtl travel lanes ea direction to 12th ave. Raised median. Traffic Signal. Increased capacity, reduced delays & emissions. Added sidewalks, safety.
7411	6	KIN	11th Avenue Widening	Add 2 travel lanes each direction to 11th Ave. Add bike route, raised median, sidewalks, lighting.	Added 2 travel lanes each direction to 11th ave. increase capacity & safety, reduce delay and emissions. Sidewalk, bike lane and lighting adds safety

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7470	6	KIN	12th Avenue Widening / Reconstruction	Widen roadway adding travel lane capacity, reducing travel delays and GHG's. Safety.	Added 2 lane miles by widening from 2to4 lanes. Installed curb, gutter, sidewalk, landscaped medians, storm drainage lighting decrease traffic congestion
7522	6	KIN	10th Ave Widening/Reconstruction	Add adtl travel lane capacity reducing delays and GHG's. Add protected turn lane. Curb, gutter, sidewalks, lighting. Safety	Added 3 miles of travel lane capacity reducing congestion, delays & GHG's. Installed continuous turn lane - safety
7627	6	KIN	Campus Drive / UPRR - Crossing	Encourage infill development by improving access and connectivity. Reduce congestion and GHG's.	Install new public at grade crossing with UPRR providing access to an area that was land locked. Improve congestion.
7665	7	LA	25th Street East Alignment	Align 25th St. Improve traffic flow, circulation and reduce delays. Improve safety	Aligned 25th St. Reduced delays, improved driver confidence, safer
7418	8	RIV	Golf Center Parkway Rehab	Improve roadway surface, reduce noise levels & hazards. Add efficient traffic flow.	Improved traffic flow, reduced emissions and congestion by eliminating 4way stop and adding thru lane. Improved roadway surface
7426	8	RIV	Rte 91 Auxiliary Lane	EB aux lane will reduce congestion, improve safety. Useful life of 50 yrs.	Improved operations and alleviated traffic congestion.
7435	8	RIV	Magnolia Ave / Neece St. Signal	Improve safety for peds, bikes & fire engines. Encourage peds. Increase capacity. Reduce response time for fire dept.	Installed left turn pockets, signal & lighting. Encourages ped and bike traffic. Safety with nearby fire station.
7439	8	RIV	Cactus Ave Street Improvements	Increase Cactus Ave's ability for greater traffic volume, eliminate constriction, safe flow.	Same as PPR and additional accessibility to medical center. Increased LOS, improved emergency response times
7480	8	RIV	I-15 / Indian Truck Trail IC	Improve from LOS F - to LOS B in the am and LOS C in the pm. Improves local circulation, congestion, safety	Improve ramp intersections from LOS F to B & C. Improves local circulation within the corridor relieving accidents and congestion.
7518	8	RIV	State Route 60/Nason St. Overcrossing	Replace Nason St OC bridge. Going from 2 lane to 5 lane, including shoulders for ped and bike. Landscaping and soundwall.	New 5 lane bridge provides operational improvements, alleviates congestion, increases storage capacity, added bike and ped access.
7628	8	RIV	Cactus Ave EB 3rd Lane Widen	Bring EB lane to design standard, align intersection, increase LOS. Increase safety. Long term env impacts.	Reduced conflict of vehicles exiting fwy, NB to EB. Traffic flow is increased. Better access to Air Reserve Base.
7636	8	RIV	I-15 / Los Alamos Rd OC	Gap closure to existing 4 lane Los Alamos Rd. Relieve bottleneck. Improve circulation. Min vert clrs.	Replaced 2 lane bridge with 4 lane bridge. Removed constriction.
7679	8	RIV	Perris Blvd Improvements	Widen 1.25mi to improve capacity, relieve congestion. Add bike, bus routes, reduce travel time. Increase safety	Widened 1.25mi of Perris Blvd. Reduced congestion. Added std bike, bus, ped and ramps. Enhanced safety. Safer for students
7471	8	SBD	I-15 / Duncan Canyon Interchange (3,4)	Operational cost savings, reduce travel times, reduced emissions.	Cost savings, reduced travel times, reduced emissions, congestion relief.
7473	8	SBD	Bear Valley and Deep Creek Roads	Enhance traffic safety. Install signal Raise from LOS F to LOS A	New signal enhanced safety and reduced liability. Went from LOS F to LOS A.
7479	8	SBD	Foothill Blvd (Route 66)	Accommodate existing and projected car and continuous ped traffic safely. Provide access for businesses.	Add car and bike traffic. Provided access for developments. Continuous ped walkways.
7481	8	SBD	Ranchero Road Grade Sep	Separation is to improve traffic circulation, decrease response times, reduce commuter travel time.	Decreased emergency response times by 4.5 minutes and up to 7 miles. Also saved school district \$1M in gas costs annually.
7520	8	SBD	SR-210/Greenspot Rd Improvements (4,5)	Improve regional circulation, gateway access, safety, mobility and promote multi modal transportation.	Provided transportation infrastructure to safely and efficiently accommodate ground access to the airport and business dist.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7629	8	SBD	Kiowa Rd Widening Ph II	Improve safety for cars, bikes. Improve efficiency of road network. Improve bike safety w/ CL2 bike lane,	Same as PPR. Improves safety for cars, bikes. Improves quality and efficiency of roadway. Add bike lane.
7630	8	SBD	Signal Interconnect	Reduce pollution from emissions, improve air quality. Increase in safety.	Provided communications backbone to interconnect signals. Improved traffic flow. Increased capacity.
7631	8	SBD	5th St Corridor Improvements	Improve infrastructure, improve safety, reduce congestion and delay, improve mobility and air quality.	Improved public infrastructure for businesses and industries, promotes and sustains continued development, improved safety, reduced congestion.
7632	8	SBD	Greenspot Rd Bridge at Santa Ana River	Enhance safety and improve mobility.	Significantly enhanced safety and improved mobility.
7633	8	SBD	Monte Vista Ave Widening	Widening will provide adtl travel options for I60 & I10. Reduce traffic and time delays.	Provide adtl travel options for commuters between I60 & I10. Reduce traffic and time delays.
7634	8	SBD	Redlands Blvd / Alabama St Int	Widen and realign Redlands Blvd/ Alabama St. intersection.	Alleviated offset on Alabama St. Widened Redlands Blvd. LOS went from F to C.
7635	8	SBD	I-15 / Baseline Road IC	Project not closed out yet.	Project not closed out yet.
7690	8	SBD	Baseline Greenspot Rd Traf Safety	Improve circulation, safety & mobility. Increase ATP modes. Improve air quality.	Improved regional circulation, safety and mobility while encouraging ATP modes. Improved air quality.
7404	10	AMA	Mission Blvd Gap	Relieve congestion, Improve air quality, Completes larger project, Reduces Daily VMT by 800, infill project	Travel time savings, increase in throughput, lane miles added, reduced emissions. Also provides alternate route for hospital
7465	10	AMA	SR 104 / Prospect Drive Relocation	Eliminate 2 T-intersections. Safety for peds, bikes and NEV's crossing SR104. Access to Transit Center.	Realigned 700' of Prospect Dr to SR 104. Eliminated T intersections. Eliminated gap for bikes, peds
7410	10	MER	Parsons Ave	Upgrade street to necessary capacity. Increase safety for peds.	Safer for peds. Increased from 2 to 4 lanes. Lighted crosswalk.
7419	10	MER	59/ Cooper Ave Sig	Increases jobs with less traffic delays. Reduce emissions by 22lb/day	Same as PPR. Project well received by public. Police, fire and public spend less time waiting at intersection. Improved traffic
7428	10	MER	Yosemite Ave Reconstruction	Improve safety. Permanent repair of drainage.	Increased system reliability, reduced driving times, reduced emissions, increase in traffic safety
7482	10	MER	Parson's Avenue Ada Givens Gap	Will improve traffic safety. Shorten distance to major arterial. Connection to C11 bike system. Direct rte to trailhead	Removed street barrier. Increased safety, school and general circulation. Increased air quality.
7403	11	SD	S. Santa Fe Ave	Enhance safety, increase capacity, reduce delays, add 1.78 mi roadway. Improve air quality.	Enhanced safety, increased capacity, reduced travel delays, added 1.78 miles of roadway.
7476	12	ORA	Tustin Ave and La Palma Ave Widening	Improve am & pm LOS from F to D. 25 year useful life. Travel time savings of 35-40% am & 12-34%pm.	Increasing roadway capacity, provide new street surface, increase pavement life by 20yrs.
7579	12	ORA	Katella Ave Widening	Improve am & pm LOS from F to A. 25 yr useful life. Relieve congestion, enhance aesthetics, provide infrastructure improvement.	Increased pavement life of 20 years and increased roadway capacity.

SLPP Corrective Actions – Competitive Projects

There are no SLPP Competitive project corrective actions this quarter.

SLPP Updates – Competitive Projects

There are no SLPP Competitive project updates this quarter.



FY 2018-19 Second Quarter Report Traffic Light Synchronization Program

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

BACKGROUND

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

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling \$133,025,839 for the City of Los Angeles, and 59 additional TLSP projects totaling \$96,149,933 for agencies other than the City of Los Angeles.

Program Summary

TLSP Second Quarter Progress Report for fiscal year 2018-2019.

The CTC has allocated a total of \$229,175,772 to 81 TLSP projects. The City of Los Angeles has received allocations for 22 projects, totaling \$133,025,839, while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling \$96,149,933. Of the 81 TLSP projects receiving an allocation, 79 have completed construction. The City of Los Angeles has completed construction on 21 projects with a total allocation of \$121,497,339, while agencies other than the City of Los Angeles have completed construction on 58 projects with a total allocation of \$77,431,528.

The TLSP program has been fully allocated.

The total de-allocated project savings to date for the City of Los Angeles is \$13,974,161.

The total de-allocated project savings to date for other agencies is \$1,855,068.

Project Status – City of Los Angeles Active Projects

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	TARGET END CONSTRUCTION DATE	CONSTRUCTION PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	COMMENTS
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$6,637,607	\$11,528,500	\$6,637,607	Oct-16	Nov-14	May-16	Mar-19	90	●	●	■	See pg 16

City of Los Angeles Program Total	\$6,637,607	\$11,528,500	\$6,637,607
-----------------------------------	-------------	--------------	-------------

- Project is on time, on budget, or within scope.
 ■ Issue has been identified.

Project Status – Other Agencies Active Projects

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	TARGET END CONSTRUCTION DATE	CONSTRUCTION PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	COMMENTS
4	Ala	Alameda CMA**	6744	San Pablo Corridor	\$22,718,405	\$18,718,405	\$18,714,760	Jan-11	Jan-11	Oct-13	Dec-19	99	●	●	■	See pg 16

Other Agencies Program Total	\$22,718,405	\$18,718,405	\$18,714,760
---	---------------------	---------------------	---------------------

- Project is on time, on budget, or within scope.
 ■ Issue has been identified.

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

Project Status – City of Los Angeles Completed Projects

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	\$3,215,000	\$3,215,000	\$3,215,000	Dec-08	Jul-09	Aug-12	Aug-12	●	●	●	●	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	\$4,576,374	\$4,576,500	\$4,576,374	Jun-12	Aug-12	Sep-15	Apr-15	●	●	●	●	
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$4,017,960	\$4,018,500	\$4,017,960	Dec-13	Jan-14	Jan-15	May-16	●	●	●	●	
7	LA	Los Angeles	6766	ATCS - West Adams	\$2,292,029	\$2,292,800	\$2,292,029	Jun-14	Nov-14	Nov-15	Mar-18	●	●	●	●	
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$3,028,060	\$3,028,060	\$3,028,060	Mar-15	Sep-15	Oct-16	Jul-17	●	●	●	●	
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,349,179	\$4,349,179	\$4,349,179	Feb-14	May-14	May-15	Jul-16	●	●	●	●	
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$2,628,800	\$2,629,200	\$2,628,800	Jun-12	Jan-12	Feb-15	Oct-14	●	●	●	●	
7	LA	Los Angeles	6769	ATSAC - Canoga Park	\$9,051,395	\$9,051,400	\$9,051,395	Jan-11	Jul-11	Apr-14	Oct-14	●	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$8,899,031	\$8,899,900	\$8,899,031	Jan-11	Jun-11	Jul-14	Jul-14	●	●	●	●	
7	LA	Los Angeles	6771	ATSAC - Foothill	\$8,615,317	\$8,615,900	\$8,615,317	Oct-11	Jul-11	Jul-14	Sep-14	●	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899,000	\$7,899,000	\$7,899,000	Apr-10	Mar-11	Apr-14	Jul-14	●	●	●	●	

● Project is on time, on budget, or within scope.

■ Issue has been identified.

☒ Closeout report is being reviewed.

Project Status – City of Los Angeles Completed Projects (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,992,200	\$6,922,200	\$6,922,200	Jan-11	Jul-11	Jul-14	Feb-15	●	●	●	●	.
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	\$4,358,600	\$4,358,600	\$4,358,000	May-09	Dec-09	Jan-13	Dec-12	●	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	\$8,506,300	\$8,506,300	\$8,506,300	Oct-08	Jan-09	Feb-12	Feb-12	●	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	\$7,221,000	\$7,221,000	\$7,221,000	Jan-10	Jul-10	Aug-13	Nov-13	●	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	\$8,911,000	\$8,911,000	\$8,911,000	May-09	Sep-09	Oct-12	Oct-12	●	●	●	●	
7	LA	Los Angeles	6778	ATSAC - Wilmington	\$10,441,479	\$10,442,000	\$10,441,479	Jan-11	Jul-11	Apr-14	Aug-14	●	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	\$6,844,680	\$6,845,000	\$6,844,680	Oct-11	Jul-11	Jul-14	Oct-13	●	●	●	●	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	\$8,967,230	\$8,967,800	\$8,967,230	Oct-11	Jul-11	Jul-14	Jun-14	●	●	●	●	
7	LA	Los Angeles	6760	ATCS - Central Business District	\$5,690,263	\$748,000	\$0	Oct-16	Dec-16	Mar-18	Nov-18	●	●	●	■	See pg 16
7	LA	Los Angeles	6761	ATCS - Central City East	\$3,908,000	\$0	\$0	-	Aug-16	Aug-17	Dec-18	●	●	●	■	See pg 16
City of Los Angeles Program Total					\$130,412,897	\$121,497,339	\$120,744,034									

● Project is on time, on budget, or within scope.

■ Issue has been identified.

☒ Closeout report is being review ed.

Project Status – Other Agencies Completed Projects

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
3	Pla	Roseville	6794	East ITS Coordination	\$1,013,496	\$912,414	\$912,414	Sep-08	Jun-09	Dec-09	Nov-10	●	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	\$218,000	\$180,000	\$180,000	Sep-08	Jul-08	Nov-08	Apr-10	●	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	\$124,000	\$102,000	\$102,000	Apr-10	Sep-10	Apr-11	Sep-11	●	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	\$380,000	\$180,000	\$180,000	May-09	Sep-09	Dec-09	May-10	●	●	●	●	
3	Sac	Sacramento	6795	TLSP	\$3,857,000	\$2,862,000	\$2,862,000	Jan-10	Jun-10	May-11	May-11	●	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	\$501,000	\$401,000	\$401,000	Dec-08	Jun-09	Apr-10	Jul-10	●	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	\$627,000	\$142,000	\$142,000	Aug-08	Sep-08	Feb-09	Feb-09	●	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	\$130,542	\$121,000	\$120,542	May-09	Mar-10	Sep-10	Sep-10	●	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	\$558,000	\$350,000	\$350,000	Oct-08	Jul-09	Jun-11	Jun-11	●	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	\$709,000	\$475,000	\$474,398	Jan-10	Sep-09	Mar-10	Mar-10	●	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	\$405,000	\$310,000	\$310,000	Jan-10	Sep-09	Mar-10	Sep-10	●	●	●	●	

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

● Project is on time, on budget, or within scope.

■ Issue has been identified.

☐ Closeout report is being reviewed.

Project Status – Other Agencies Completed Projects (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	\$1,716,730	\$1,461,000	\$1,460,594	Dec-08	Jun-09	Nov-10	Mar-10	●	●	●	●	
4	Mtn	Marin County	6781	Sir Francis Drake Boulevard	\$251,639	\$200,000	\$199,639	Sep-08	May-09	Dec-09	Dec-09	●	●	●	●	
4	SCI	San Jose**	6801	TLSP	\$20,000,000	\$15,000,000	\$15,000,000	May-09	Jan-09	Jun-13	Jun-13	●	●	●	●	
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	\$990,000	\$900,000	\$900,000	May-10	Oct-10	Nov-11	Nov-11	●	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	\$10,220,000	\$5,110,000	\$5,110,000	Oct-08	Jan-10	Dec-13	Aug-14	●	●	●	●	
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	\$29,511,890	\$17,500,000	\$16,236,890	Sep-12	Dec-09	Jun-13	Mar-18	●	●	●	●	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	\$1,557,500	\$1,100,000	\$1,099,647	Aug-08	Aug-08	Sep-09	Oct-09	●	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	\$122,828	\$97,000	\$96,973	Apr-10	Jun-10	Apr-13	Apr-14	●	●	●	●	
6	Fre	Fresno	6751	Clovis Avenue	\$2,883,887	\$1,959,000	\$1,958,569	Apr-10	Feb-11	Oct-11	Mar-12	●	●	●	●	
6	Fre	Fresno	6752	Shaw Avenue	\$3,003,000	\$2,100,000	\$1,686,289	Oct-11	Sep-12	Jun-13	Apr-14	●	●	●	●	
6	Kin	Hanford	6757	12th Avenue	\$131,943	\$76,126	\$70,430	Sep-08	Dec-09	Feb-10	Dec-10	●	●	●	●	
7	LA	Culver City	6749	Citywide TLSP	\$249,030	\$199,224	\$199,224	Jan-10	Apr-10	May-11	Mar-11	●	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	\$1,030,992	\$807,000	\$807,925	Jan-12	Jul-12	Mar-13	Apr-14	●	●	●	●	

● Project is on time, on budget, or within scope.

■ Issue has been identified.

☐ Closeout report is being reviewed.

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

Project Status – Other Agencies Completed Projects (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Glendale	6755	Colorado Street / San Fernando Road	\$951,481	\$503,000	\$502,901	Jan-12	Jul-12	Mar-13	Apr-14	●	●	●	●	
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	\$1,794,032	\$1,408,000	\$1,407,460	Jan-12	Jul-12	Mar-13	Jun-14	●	●	●	●	
7	LA	Pasadena	6785	Del Mar Boulevard	\$172,000	\$138,000	\$138,000	Jan-12	Apr-12	Apr-13	May-14	●	●	●	●	
7	LA	Pasadena	6787	Hill Avenue	\$69,502	\$66,000	\$55,268	Jan-12	Apr-12	Apr-13	May-14	●	●	●	●	
7	LA	Pasadena	6789	Orange Grove Boulevard	\$235,000	\$188,000	\$188,000	Jan-12	Apr-12	Apr-13	May-14	●	●	●	●	
7	LA	Pasadena	6784	California Boulevard	\$58,018	\$68,000	\$51,909	Jan-12	Apr-12	Apr-13	Feb-16	●	●	●	●	
7	LA	Pasadena	6788	Los Robles Avenue	\$123,053	\$107,000	\$98,258	Jan-12	Apr-12	Apr-13	Mar-16	●	●	●	●	
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$159,605	\$110,000	\$110,000	Jan-12	Apr-12	Aug-13	Mar-16	●	●	●	●	
7	LA	Compton	6747	Rosecrans Avenue	\$944,176	\$682,734	\$682,734	Apr-10	Feb-11	Oct-12	Jun-16	●	●	●	■	See pg 16
7	LA	Inglewood	6758	La Brea Avenue	\$606,000	\$426,000	\$388,228	Aug-13	Aug-13	Jan-14	May-16	●	●	●	●	
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$404,595	\$345,079	\$345,079	Dec-08	Oct-09	Jan-10	May-10	●	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$427,125	\$335,387	\$335,386	Oct-08	Aug-09	Dec-10	Dec-10	●	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	\$5,511,000	\$4,488,000	\$4,487,493	Oct-08	Jun-09	Sep-11	Sep-11	●	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$556,500	\$515,000	\$515,000	Apr-10	Sep-10	Mar-11	Dec-11	●	●	●	●	

● Project is on time, on budget, or within scope.

■ Issue has been identified.

☐ Closeout report is being reviewed.

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

Project Status – Other Agencies Completed Projects (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$3,824,073	\$1,537,041	\$1,537,041	Jan-11	Dec-10	Jun-12	Jan-12	●	●	●	●	
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$675,000	\$225,000	\$225,000	Aug-08	Mar-09	Dec-09	Dec-09	●	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	\$172,830	\$162,830	\$162,830	May-09	Jan-10	Oct-10	Sep-10	●	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	\$116,211	\$111,211	\$111,211	May-09	Jan-10	Oct-10	Sep-10	●	●	●	●	
11	SD	El Cajon	6750	Main Street	\$38,956	\$38,956	\$38,956	May-09	Nov-09	Feb-10	Apr-11	●	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$1,314,620	\$632,494	\$632,494	Aug-08	Sep-09	Oct-10	Dec-10	●	●	●	●	
11	SD	San Diego County	6799	South Mission Road	\$100,000	\$78,000	\$78,000	Aug-08	Sep-09	Oct-10	Dec-10	●	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$349,787	\$264,024	\$263,298	Aug-08	Apr-10	Aug-10	Oct-10	●	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$667,248	\$540,000	\$539,597	Aug-08	Dec-08	Jun-11	Jul-11	●	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$1,020,000	\$820,000	\$820,000	Oct-08	Oct-08	Dec-12	Oct-14	●	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,417,000	\$1,267,000	\$1,267,000	Oct-08	Jun-10	Jun-11	May-11	●	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	\$2,402,594	\$2,154,000	\$2,153,685	Oct-08	Jun-10	Jun-11	Jul-11	●	●	●	●	

- Project is on time, on budget, or within scope.
- Issue has been identified.
- ☐ Closeout report is being reviewed.

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

Project Status – Other Agencies Completed Projects (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONSTRUCTION COST	TLSP ALLOCATION	FINAL TLSP EXPENDITURE	ALLOCATION DATE	CURRENT APPROVED BEGIN CONSTRUCTION DATE	CURRENT APPROVED END CONSTRUCTION DATE	ACTUAL END CONSTRUCTION DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
11	SD	SANDAG	6812	I-805 Corridor	\$337,908	\$273,739	\$273,739	Oct-08	Oct-08	Aug-09	Aug-09	●	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	\$2,919,327	\$942,000	\$941,775	Oct-08	Nov-08	Nov-12	Dec-12	●	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	\$116,288	\$93,030	\$93,030	May-09	Mar-10	May-10	Oct-10	●	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	\$403,104	\$322,483	\$322,483	May-09	Feb-10	May-10	Dec-10	●	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	\$193,618	\$155,574	\$155,574	Aug-08	Oct-08	Jan-09	May-09	●	●	●	●	
11	SD	Vista	6823	South Melrose Drive	\$220,182	\$183,182	\$183,182	Aug-08	Oct-08	Jan-09	May-09	●	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	\$4,453,679	\$1,859,000	\$1,859,000	Oct-08	Jun-10	Nov-11	Mar-12	●	●	●	●	
12	Ora	OCTA**	6783	Countywide TLSP	\$7,691,021	\$3,847,000	\$3,845,511	Jan-11	Jul-10	Sep-12	May-14	●	●	●	●	
7	LA	Long Beach	6759	Long Beach Area TLSP												withdrawn
7	LA	Pasadena	6786	Fair Oaks Avenue												withdrawn
7	LA	Pasadena	6790	San Gabriel Boulevard												withdrawn

Other Agencies Program Total	\$120,638,010	\$77,431,528	\$75,669,656
-------------------------------------	----------------------	---------------------	---------------------

- Project is on time, on budget, or within scope.
- Issue has been identified.
- ☒ Closeout report is being review ed.

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

Project Benefits – All Agencies

The project benefits shown below indicate the amount of travel time saved as a result of each project. The “Baseline” columns represent the anticipated decrease in travel time included in each project’s baseline agreement. The “Actual” columns represent the post project’s travel time saved. The “Rating” column indicates the project’s level of success towards meeting its goal. The ratings are self explanatory with the exception of projects rated with a “PA” for Partial or “P” for Pending. Projects with a partial rating may have met its goal in one direction only for varying reasons such as new construction or some other type of impediment. Projects with a pending rating are still processing Final Delivery Reports.

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
3	Pla	Roseville	6794	East ITS Coordination	4,214	70	5,227	87	E
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	3,912	65	4,993	83	E
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	1,600	27	1,872	31	E
3	Sac	Rancho Cordova	6792	Folsom Boulevard	4,650	78	4,627	77	PA
3	Sac	Sacramento	6795	TLSP	20,327	339	23,244	387	E
3	Sac	Sacramento County	6796	Florin Road	18,586	310	22,489	375	E
3	Sac	Sacramento County	6797	Madison Avenue	13,010	217	16,262	271	E
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	25,901	432	25,901	432	N
4	Ala	Alameda County	6743	Redwood Road	0	0	1	0.01	E
4	Ala	San Leandro	6802	ATMS Expansion	11,177	1,962	12,358	2,060	E
4	Ala	Alameda CMA	6744	San Pablo Corridor	30,940	516	516	9	N

Project Benefits – All Agencies (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
4	CC	San Ramon	6806	Bollinger Canyon	4,620	77	6,237	104	E
4	CC	San Ramon	6807	Crow Canyon	6,510	109	9,309	156	E
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	15,552	259	17,107	285	E
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	3,390	57	4,068	68	E
4	SCI	San Jose**	6801	TLSP	11,056	184	22,112	368	E
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	103,382	1,723	110,802	1,844	E
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	11,779	196	14,723	245	E
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	53,318	889	57,583	960	E
5	SCr	Watsonville	6825	Signal Corridor Upgrade	2,595	43	3,306	55	E
6	Fre	Fresno	6751	Clovis Avenue	33,448	557	42,713	712	E
6	Fre	Fresno	6752	Shaw Avenue	77,215	1,287	87,760	1,441	E
6	Kin	Hanford	6757	12th Avenue	2,760	46	3,588	60	E
7	LA	Culver City	6749	Citywide TLSP	25,604	3,928	34,821	5,343	E
7	LA	Glendale	6754	Brand Boulevard	7,207	120	8,403	140	E
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	49,980	833	53,229	887	E
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake II	49,980	833	53,479	891	E
7	LA	Los Angeles	6760	ATCS-Central Business District	67,620	1,127			P
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	54,978	916	58,276	970	E
7	LA	Los Angeles	6763	ATCS – Los Angeles	49,072	818			P

Project Benefits – All Agencies (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	54,978	916	58,276	970	E
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	29,400	490	31,164	519	E
7	LA	Los Angeles	6766	ATCS – West Adams	35,868	598	38,379	640	E
7	LA	Los Angeles	6761	ATCS – Central City East	Locally funded project				P
7	LA	Los Angeles	6769	ATSAC - Canoga Park	59,904	998	63,798	1,063	E
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	59,904	998	67,692	1,128	E
7	LA	Los Angeles	6768	ATCS – Wilshire East	41,160	686	44,041	734	E
7	LA	Los Angeles	6771	ATSAC – Foothill	40,320	672	45,562	759	E
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	73,728	1,229	78,520	1,309	E
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	42,624	710	45,485	758	E
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	33,408	557	35,747	596	M
7	LA	Los Angeles	6775	ATSAC - Reseda	80,640	1,344	90,559	1,509	E
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	64,512	1,075	75,479	1,258	E
7	LA	Los Angeles	6777	ATSAC - San Pedro	65,664	1,094	70,260	1,171	E
7	LA	Los Angeles	6778	ATSAC - Wilmington	80,640	1,344	85,881	1,431	E
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	77,184	1,286	82,201	1,370	E
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	77,184	1,286	82,607	1,377	E
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	18,744	312	25,904	431	E

Project Benefits – All Agencies (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	8,778	146	10,665	177	E
7	LA	Pasadena	6785	Del Mar Boulevard	3,658	61	4,060	68	E
7	LA	Pasadena	6787	Hill Avenue	1,497	25	1,662	28	E
7	LA	Pasadena	6789	Orange Grove Boulevard	2,827	47	3,138	52	E
7	LA	Pasadena	6784	California Boulevard	1,127	19	1,251	21	E
7	LA	Pasadena	6788	Los Robles Avenue	1,322	22	1,467	24	E
7	LA	Pasadena	6791	Sierra Madre Boulevard	1,320	22	1,465	24	E
7	LA	Compton	6747	Rosecrans Avenue	16,605	277			P
7	LA	Inglewood	6758	La Brea Avenue	5,400	90	5,400	90	N
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	29,149	486	35,416	590	E
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	6,519	109	7,758	129	E
8	Riv	Corona	6748	TLSP ATMS Phase II	40,316	672	58,055	968	E
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	37,725	629	43,006	717	E
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	121,742	2,029	140,003	2,333	E
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	18,240	304	23,712	395	E
10	SJ	Tracy	6820	Grant Line Road	5,460	91	6,224	104	E
10	SJ	Tracy	6821	Tracy Boulevard	2,730	46	3,140	52	E
11	SD	El Cajon	6750	Main Street	2,185	36	2,480	41	E

Project Benefits – All Agencies (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Baseline	PROJECT BENEFITS Daily Travel Time Savings (Hours) Baseline	PROJECT BENEFITS Peak Delay Time Savings (Minutes) Actual	PROJECT BENEFITS Daily Travel Time Savings (Hours) Actual	RATING E=Exceeded M=Met N=No Change PA=Partial P=Pending
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	6,422	107	7,706	128	E
11	SD	San Diego County	6799	South Mission Road	1,075	18	1,312	22	E
11	SD	San Marcos	6803	Rancho Santa Fe Road	5,250	88	7,600	110	E
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	17,893	298	25,498	425	E
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	11,086	185	12,860	214	E
11	SD	SANDAG	6810	East-West Metro Corridor	5,252	88	5,856	98	E
11	SD	SANDAG	6811	I-15 Corridor	28,817	480	31,411	524	E
11	SD	SANDAG	6812	I-805 Corridor	6,689	111	7,625	127	E
11	SD	SANDAG	6813	Transit Signal Priority	12,137	202	12,380	206	E
11	SD	Santee	6817	Magnolia Avenue	1,824	30	2,353	39	PA
11	SD	Santee	6818	Mission Gorge Road	6,986	116	8,837	147	E
11	SD	Vista	6822	North Santa Fe Avenue	3,150	53	9,750	68	E
11	SD	Vista	6823	South Melrose Drive	3,409	57	9,500	73	E
12	Ora	Garden Grove	6753	TMC Upgrade	18,975	316	18,975	316	N
12	Ora	OCTA	6783	Countywide TLSP	174,830	2,914	197,558	3,293	E

Corrective Actions**City of Los Angeles– ATCS – Central Business District (Project ID 6760)**

Project allocation was delayed. The project began construction in May 2017 and completed construction in November 2018. The agency anticipates delivering the closeout report in February 2019.

City of Los Angeles– ATCS – Central City East (Project ID 6761)

The project began construction in August 2016 and completed construction in December 2018 using all local funds. The agency anticipates delivering the closeout report in February 2019.

City of Los Angeles – ATCS – Los Angeles (Project ID 6763)

The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project began construction in August 2017 and is scheduled for completion by March 2019. The agency anticipates delivering the closeout report by June 2019.

City of Compton – Rosecrans Avenue (Project ID 6747)

The project completed construction June 2016. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency has retained the services of a consultant to address comments on the past due closeout report and anticipates delivering the updated closeout report in August 2019.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)

The project is part of a Corridor Mobility Improvement Account project currently under construction. The agency received CTC approval to split the project into 2 projects and 5 segments. The agency stated delays were due to conflicts in construction schedules between multiple projects. The project is behind schedule by 51 months from the currently approved schedule. The agency anticipates completing construction in December 2019.



FY 2018-19
Second Quarter Report
Highway Railroad Crossing
Safety Account

Quarterly Report to the
California Transportation
Commission



PROGRAM SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the second quarter of the 2018-19 fiscal year. This report includes the status of the HRCSA 2008, 2010, 2012, 2014, and 2016 program.

The HRCSA program has a total of 38 projects programmed with \$250 million of which \$226,271,000 has been expended, and \$242,627,000 has been allocated to 38 projects. Included are the administrative costs of \$5 million. Thirty-six of the allocated projects have completed construction.

Current estimated savings available is approximately \$2.4 million. In the future, savings will be used for future projects.

FUNDING SUMMARY:

- 2008** Sixteen projects have been allocated in the amount of \$116,682,000. The total expenditure is \$116,682,000. Sixteen projects have completed construction.
- 2010** Eight projects have been allocated in the amount of \$64,118,000. The total expenditure is \$64,110,000. Eight projects have completed construction.
- 2012** Twelve projects have been allocated in the amount of \$40,815,000. The total expenditure is \$40,396,000. Twelve projects have completed construction.
- 2014** The Fullerton Road Grade Separation project has been allocated in the amount of \$18,306,000. The total expenditure is \$5,083,000.
- 2016** The Durfee Avenue Grade Separation project has been allocated at the June 2018 Commission meeting in the amount of \$2,706,000.

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.

OPEN PROJECTS

(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending **Pending Final Invoice

PN	PY	PT	D	C	Applicant	Project Name	Actual Total Project	Programmed	Allocated	Expended	Date Allocated	Date Approved to Start CON	Date CON Started	Date Approved to End CON	Percentage Completed	Scope	Budget	Schedule
1	14	1	7	LA	ACE	Fullerton Road GS	\$153,184	\$18,306	\$18,306	\$5,083	12/9/15	3/2016	7/2016	12/2019	30%	●	●	●
2	16	1-2	7	LA	ACE/SGVCOG	Durfee Avenue GS	\$91,142	\$2,706	\$2,706	\$0	6/27/18	4/2018	12/2018	10/2020	0%	●	●	●
TOTALS FOR OPEN PROJECTS:							\$244,326	\$21,012	\$21,012	\$5,083								

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule ▲ Potential schedule, scope or cost is changing, pending review and acceptance

PN-Project Number PY-Program Year PT – Part D-District C-County Date Approved to Start CON is the Approved Baseline Dates

Alameda Corridor-East Construction Authority (ACE)
 San Gabriel Valley Council of Governments (SGVCOG)
 Orange County Transportation Authority (OCTA)
 Peninsula Corridor Joint Powers Board (PCJPB)
 Southern California Regional Rail Authority (SCRRA)

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

PROJECTS COMPLETED OPERATIONAL/FINAL REPORT SUBMITTED <i>(numbers in thousands)</i>													
PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending **Pending Final Invoice													
PN	PY	PT	D	C	Applicant	Project Name	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
11	08	2	3	SAC	City of Sacramento	6 th Street Overcrossing - Bridge	\$9,361	\$4,837	12/9/09	2/2010	6/2013	12/2013	\$4,837
5	08	1	4	SF	PCJPB	Jerrold Avenue & Quint Street Bridges GS	\$10,749	\$2,668	5/13/10	11/2010	5/2013	6/2013	\$2,668
4	08	1	4	SM	PCJPB	San Mateo Bridges GS	\$10,774	\$955	5/19/10	11/2010	5/2013	12/2013	\$955
8	08	1	4	SM	PCJPB	San Bruno GS	\$160,169	\$26,727	6/30/10	9/2010	7/2014	12/2014	\$26,727
12	08	2	6	TUL	City of Tulare	Cartmill Avenue GS	\$21,969	\$10,051	6/30/10	12/2010	9/2012	6/2013	\$10,051
7	08	1	6	KER	County of Kern	Hageman Road/BNSF Railroad	\$35,997	\$13,759	6/30/10	10/2010	4/2013	5/2013	\$13,759
13	08	2	6	TUL	County of Tulare	Betty Drive GS	\$14,070	\$4,885	6/30/10	11/2010	6/2013	8/2013	\$4,885
3	08	1	6	KER	County of Kern	BNSF GS 7 th Standard Road/Santa Fe Way	\$18,924	\$7,044	1/13/10	2/2010	6/2013	8/2013	\$7,044
18	08	1	7	LA	City of Los Angeles	Riverside Drive GS Replacement	\$60,964	\$5,000	6/30/10	6/20/11	10/2017	11/2018	**\$5,000
6	08	1	10	MER	City of Merced	G Street Undercrossing	\$18,162	\$7,413	1/13/10	11/2010	6/2012	7/2012	\$7,413
14	08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	\$8,424	\$1,537	6/30/10	11/2010	11/2012	6/2013	\$1,537
9	08	1	10	SJ	City of Stockton	Lower Sacramento Road	\$23,619	\$6,484	4/7/10	7/2010	9/2014	3/2015	\$6,484
16	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	\$22,751	\$7,424	4/07/10	7/2010	9/2014	3/2015	\$7,424
15	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	\$22,023	\$5,280	4/07/10	7/2010	9/2014	3/2015	\$5,280
10	08	2	11	SD	City of San Diego	Park Blvd. at Harbor Drive/Pedestrian Bridge	\$27,000	\$6,000	12/10/08	6/2008	10/2011	4/2012	\$6,000

PROJECTS COMPLETED (Continued)
OPERATIONAL/FINAL REPORT SUBMITTED
(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending **Pending Final Invoice

PN	PY	PT	D	C	Applicant	Project Name	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
17	08	2	12	ORA	OCTA	Sand Canyon GS	\$55,590	\$6,618	6/30/10	9/2011	1/2016	12/2016	\$6,618
20	10	2	3	SAC	City of Sacramento	6 th Street, Overcrossing Roadway	\$15,730	\$7,151	6/27/12	2/2012	6/2015	8/2015	\$7,151
21	10	2	4	ALA	City of Fremont	Kato Road GS	\$52,265	\$9,124	8/10/11	9/2011	5/2015	8/2015	\$9,124
25	10	1	4	ALA	City of Fremont	Warren Avenue GS	\$60,558	\$7,812	3/28/12	6/2012	1/2017	4/2017	\$7,812
23	10	1	6	TUL	City of Tulare	Bardsley Avenue GS	\$18,498	\$7,027	5/23/12	2/2013	3/2015	9/2016	\$7,027
22	10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Crossing	\$9,100	\$233	2/22/12	3/2012	12/2013	3/2016	\$233
24	10	1	7	LA	ACE	Nogales Street GS	\$117,742	\$25,600	4/25/12	2/2012	10/2017	6/2018	25,600
26	10	1	7	LA	City of Los Angeles	North Spring Street GS	\$50,615	\$5,001	5/23/12	5/2013	8/2018	*1/2019	**\$4,993
19	10	2	12	ORA	OCTA	San Clemente Beach Trail Crossing	\$4,500	\$2,170	6/27/12	5/2013	6/2015	9/2015	\$2,170
31	12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	\$24,040	\$3,155	5/3/13	12/2013	4/2016	8/2016	\$3,156
37	12	1	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	\$41,223	\$9,000	5/21/14	5/2014	9/2016	12/2017	\$8,864
34	12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	\$41,426	\$4,230	5/5/13	2/2013	7/2017	5/2018	\$3,975
35	12	2	6	TUL	City of Tulare	Santa Fe Trail at UPRR GS	\$7,131	\$3,931	6/25/14	2/2014	7/2016	12/2016	\$3,931
28	12	2	7	LA	SCRRA	Grandview Avenue Grade Crossing Safety	\$2,630	\$580	5/7/13	3/2013	10/2014	9/2015	\$580
29	12	2	7	LA	SCRRA	Sonora Avenue Grade Crossing Safety	\$2,630	\$580	5/7/13	9/2012	10/2014	9/2015	\$580

PN	PY	PT	D	C	Applicant	Project Name	Actual Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Actual Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
30	12	2	7	LA	SCRRA	Woodley Avenue Grade Crossing Safety	\$1,000	\$438	12/10/16	5/2013	5/2015	3/2016	\$438
36	12	2	7	LA	SCRRA	Branford Road Grade Crossing Safety	\$2,526	\$1,220	12/11/13	3/2013	11/2016	6/2017	\$1,220
38	12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	\$5,041	\$4,841	6/25/14	12/2014	3/2017	6/2018	\$4,812
32	12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	\$16,855	\$5,000	5/7/13	6/2013	4/2016	9/2016	\$5,000
33.1	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	\$6,530	\$3,173	6/25/14	12/2014	7/2016	8/2016	\$3,173
33.2	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	\$2,567	\$2,567	6/25/14	12/2014	7/2016	8/2016	\$2,567
27	12	2	12	ORA	OCTA	Dana Point & San Clemente Crossing	\$4,075	\$2,100	1/9/11	2/2011	1/2014	3/2014	\$2,100
TOTALS FOR COMPLETED PROJECTS PROGRAMMED IN 2008, 2010 AND 2012:							\$1,004,661	\$221,615					\$220,898

The original approved baseline benefits were not quantitative, but new measures have been implemented during the final project closeout. In the table below, Yes or No output met the qualitative achieved benefits. The Congestion Reduction and Emissions Reductions output were based on the reported calculated value. Currently, 36 out of 38 projects have been completed, and those projects have achieved all of the category benefits identified in the original baseline.

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR OPEN PROJECTS									
PN-Project Number PY-Program Year D-District C-County									
PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability
						Yes/No	Yes/No	Yes/No	Yes/No
1	14	7	LA	ACE	Fullerton Road Grade Separation	Yes	Yes	Yes	Yes
2	16	7	LA	ACE/SGVCOG	Durfee Avenue Grade Separation	Yes	Yes	Yes	Yes

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS**PN-Project Number PY-Program Year D-District C-County DVHD-Daily Vehicle Hours of Delay**

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
3	08	6	KER	County of Kern	BNSF GS 7 th Standard Road/Santa Fe Way	Yes	Yes	Yes	Yes		
4	08	4	SM	PCJPB	San Mateo Bridges GS	Yes	Yes	Yes	Yes		
5	08	4	SF	PCJPB	Jerrold Avenue & Quint Street Bridges GS	Yes	Yes	Yes	Yes		
6	08	10	MER	City of Merced	G Street Undercrossing	Yes	Yes	Yes	Yes		1,369 lbs. criteria pollutants
7	08	6	KER	County of Kern	Hageman Road/BNSF Railroad	Yes	Yes	Yes	Yes		
8	08	4	SM	PCJPB	San Bruno GS	Yes	Yes	Yes	Yes	1.5 hours DVHD	
9	08	10	SJ	City of Stockton	Lower Sacramento Road	Yes	Yes	Yes	Yes	27.5 hours DVHD	2,500 kilograms
10	08	11	SD	City of San Diego	Park Blvd. at Harbor Drive/Pedestrian Bridge	Yes	Yes	Yes	Yes		
11	08	3	SAC	City of Sacramento	6 th Street Overcrossing - Bridge	Yes	Yes	Yes	Yes		
12	08	6	TUL	City of Tulare	Cartmill Avenue GS	Yes	Yes	Yes	Yes		
13	08	6	TUL	County of Tulare	Betty Drive GS	Yes	Yes	Yes	Yes		
14	08	10	SJ	Port of Stockton	Port of Stockton Expressway	Yes	Yes	Yes	Yes	1 hour DVHD	36.7 tons criteria pollutants, 4,500 tons CO2

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS

PN-Project Number PY-Program Year D-District C-County NP-Not Provided DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
15	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	Yes	Yes	Yes	Yes	18 hours DVHD	1,700 kilograms criteria pollutants
16	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	Yes	Yes	Yes	Yes	33 hours DVHD	3,200 kilograms criteria pollutants
17	08	12	ORA	OCTA	Sand Canyon GS	Yes	Yes	Yes	Yes	50 hours DVHD	
18	08	7	LA	City of Los Angeles	Riverside Drive Grade Separation Replacement	Yes	Yes	Yes	Yes	10 hours DVHD	354,178 lbs. criteria pollutants
19	10	2	ORA	OCTA	San Clemente Beach Trail Crossing	Yes	Yes	Yes	Yes	Non Traffic	Non Traffic
20	10	2	SAC	City of Sacramento	6 th Street, Overcrossing Roadway	Yes	Yes	Yes	Yes	28 hours DVHD	386 tons ROG, 5343 tons NOx, 202 tons PM2.5
21	10	2	ALA	City of Fremont	Kato Road GS	Yes	Yes	Yes	Yes	13 hours DVHD	110 tons GHG
22	10	2	LA	SCRRA	Broadway-Brazil Street Grade Crossing	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
23	10	1	TUL	City of Tulare	Bardsley Avenue GS	Yes	Yes	Yes	Yes	1 hour DVD	1 ton of criteria pollutants
24	10	1	LA	ACE	Nogales Street GS	Yes	Yes	Yes	Yes	48.92 hours of DVHD	25.03 tons of CO2
25	10	1	ALA	City of Fremont	Warren Avenue GS	Yes	Yes	Yes	Yes	56 hours DVHD	
26	10	7	LA	City of Los Angeles	North Spring GS	Yes	Yes	Yes	Yes		
27	12	2	ORA	OCTA	Dana Point & San Clemente Crossing	Yes	Yes	Yes	Yes		
28	12	2	LA	SCRRA	Grandview Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
29	12	2	LA	SCRRA	Sonora Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS

PN-Project Number PY-Program Year D-District C-County NP-Not Provided DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
30	12	2	LA	SCRRA	Woodley Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
31	12	1	SAC	City of Elk Grove	Grant Line Road GS Project	Yes	Yes	Yes	Yes	17 hours DVHD	2 tons of criteria pollutants
32	12	1	SJ	City of Lathrop	Lathrop Road GS with UPRR	Yes	Yes	Yes	Yes	49.5 hours DVHD	10,783 kilograms criteria pollutants
33.1	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
33.2	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
34	12	2	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	Yes	Yes	Yes	Yes	339 hours DVHD	31 tons of CO2
35	12	2	TUL	City of Tulare	Santa Fe Trail at UPRR GS	Yes	Yes	Yes	Yes	Non Traffic	Non Traffic
36	12	2	LA	SCRRA	Branford Road Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
37	12	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	Yes	Yes	Yes	Yes		
38	12	7	LA	SCRRA	Moorpark Avenue GS Safety	Pending	Pending	Pending	Pending	Pending	Pending

REASON FOR DELAY:**PROJECT 26: City of Los Angeles – FINAL DELIVERY REPORT PENDING: North Spring Street Grade Separation**

The project is behind schedule due to several factors: unforeseen soil conditions, permit issues, river conditions, utility and easement delays with the vendors, and bridge work delays. Utility relocations, all foundation work, all pier walls and abutments, the approach decks, the concrete arches, the deck across the river, and fiber wrap of the existing superstructure are complete. Currently, the City is working on final striping and street lighting installation are on-going. All traffic lanes are open. Anticipate final closeout by January 2019.



FY 2018-19 Second Quarter Report

Intercity Rail Improvement Program

Quarterly Report to the California Transportation Commission



SUMMARY

This report is for the second quarter of Fiscal Year (FY) 2018-19 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 27 projects. To date California Transportation Commission (CTC) has allocated a total of \$336,645,000 in funding to 24 projects; 7 projects totaling \$180,426,000 are currently in construction, 17 projects totaling \$156,219,000 are completed with \$155,494,905 in expenditures. A unprogrammed total amount of \$1,624,000 in savings and \$8,000,000 for administration, while 3 projects totaling \$49,731,000 remain unallocated.

BACKGROUND

Proposition 1B was passed by California voters on November 7, 2006, and provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives. This \$400 million program is part of the \$4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

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.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
UNALLOCATED PROJECTS
(NUMBERS IN THOUSANDS)

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

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	SCOPE	BUDGET	SCHEDULE
4.2	PS	LACMTA	Raymer to Bernson Double Track	CON	9/1/2020	3/1/2021	2/29/2024	12/31/2024	\$12,980	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.2	PS	Caltrans, UPRR	Seacliff Siding	CON	10/01/2020	01/01/2021	12/31/2023	09/01/2024	\$20,526	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
21.2	CC	CCJPA	Sacramento to Roseville 3 rd Track	CON	03/01/2021	10/01/2019	09/01/2022	03/01/2023	\$16,225	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

CC Capitol Corridor
 PS Pacific Surfliner
 SJ San Joaquin

TOTAL \$49,731

**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
ALLOCATED PROJECTS**
(NUMBERS IN THOUSANDS)

- ☒ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	% COMPLETE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Caltrans	Procurement of Locomotives and Railcars	CON	12/2011	03/2014 11/2012	03/2021 12/2025	98% 15%	03/2021 03/2026	\$42,000	\$42,000	\$384 \$0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.2	CC, PS, SJ	Caltrans	Option Locomotives	CON	12/2014	10/2015	03/2021	75%	03/2021	\$103,000	\$103,000	\$79,912	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	10/2016	07/2019	52%	11/2019	\$30,500	\$30,500	\$11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	CC	CCJPA	Wayside Power and Storage	CON	05/2016	05/2016	05/2019	91%	11/2019	\$900	\$900	\$796	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	04/2017	06/2019	1%	12/2019	\$1,000	\$1,000	\$7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
20	PS	North County Transit District	Left Hand Turnout Project	CON PS&E	03/2017	07/2018	03/2019	95%	06/2019	\$1,000	\$1,000	\$1,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
21.1	CC	CCJPA	Sacramento to Roseville third track phase 1	PS&E ROW	06/2017	06/2017	12/2020	1%	12/2020	\$2,026	\$2,026	\$89	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

TOTALS \$180,426 \$180,426 \$81,199

California Department of Transportation

FY 2018-19 Second Quarter Report

October – December 2019

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
COMPLETED PROJECTS

- ☒ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
☐ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	PROJECT PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	CLOSE OUT REPORT RECEIVED
1.3	CC, PS, SJ	Caltrans	On-Board Information System (OBIS)	CON	12/2014	04/2015	06/2017	06/2017	\$5,000,000	\$5,000,000	\$5,000,000	<input checked="" type="checkbox"/>
2.1	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	PA&ED	01/2010	01/2010	05/2011	06/2017	\$3,146,000	\$3,146,000	\$3,146,000	<input checked="" type="checkbox"/>
2.2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2	PS&E	09/2015	09/2015	02/2015	06/2017	\$972,000	\$972,000	\$972,000	<input checked="" type="checkbox"/>
2.3	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	CON	03/2013	09/2013	06/2016	06/2017	\$25,284,000	\$25,284,000	\$25,284,000	<input checked="" type="checkbox"/>
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	10/2011	12/2012	02/2017	08/2017	\$23,150,000	\$23,150,000	\$23,150,000	<input checked="" type="checkbox"/>
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	01/2014	04/2014	06/2016	12/2016	\$6,500,000	\$6,500,000	\$6,080,563	<input checked="" type="checkbox"/>
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	06/2014	02/2017	08/2017	\$4,000,000	\$4,000,000	\$3,801,342	<input checked="" type="checkbox"/>
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	06/2014	05/2017	11/2017	\$1,305,000	\$1,305,000	\$1,305,000	<input checked="" type="checkbox"/>
7	PS	SCRRA	Ventura County Sealed Corridor Crossing	CON	08/2014	12/2014	03/2018	04/2017	\$218,000	\$218,000	\$112,000	<input checked="" type="checkbox"/>
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	08/2008	02/2009	06/2012	05/2013	\$31,992,000	\$31,992,000	\$31,992,000	<input checked="" type="checkbox"/>
13	PS	Caltrans	New Station Track at LA Union Station	CON	04/2008	07/2009	06/2015	12/2015	\$20,099,000	\$20,099,000	\$20,099,000	<input checked="" type="checkbox"/>
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	08/2008	10/2008	06/2012	10/2012	\$3,500,000	\$3,500,000	\$3,500,000	<input checked="" type="checkbox"/>
15	CC, SJ	Caltrans	Wireless Network for Northern California IPR Fleet	CON	01/2011	04/2011	06/2015	06/2015	\$2,927,000	\$2,927,000	\$2,927,000	<input checked="" type="checkbox"/>
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	04/2008	08/2008	05/2014	12/2015	\$15,748,000	\$15,748,000	\$15,748,000	<input checked="" type="checkbox"/>
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	05/2008	09/2008	07/2012	07/2012	\$6,151,000	\$6,151,000	\$6,151,000	<input checked="" type="checkbox"/>
18	CC	Caltrans	Bahia Benicia Crossover	CON	04/2008	09/2008	07/2012	03/2014	\$3,445,000	\$3,445,000	\$3,445,000	<input checked="" type="checkbox"/>
19	PS	Caltrans	SCRRA Sealed Corridor	CON	04/2008	11/2011	07/2012	03/2014	\$2,782,000	\$2,782,000	\$2,782,000	<input checked="" type="checkbox"/>

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

TOTALS \$156,219,000 \$156,219,000 \$155,494,905

Proposition 1B

Intercity Rail Improvement Program

ACTION PLANS

Project 1.1 - Procurement of Locomotives and Railcars.

Statute requires at least \$125 million be used for the procurement of intercity passenger railcars and locomotives. A total of \$150 million was allocated for new railcars and new locomotives. A significant delay for bi-level railcar due to design, testing issues and the sub-contractor no longer able to perform. A new sub-contractor has been secured and will produce single level railcars. There will be 22 locomotives and 49 railcars constructed.

Project 4.1 – Raymer to Bernson Double Track

The Raymer to Bernson Double Track Project Plans, Specifications, and Estimates (PS&E) phase of this project was completed June 2016 and closed out December 2016. A final PS&E document was completed. The project has been the subject of many public meetings and discussions with residents and other stakeholders. A full review of the PS&E design, project scope and inflation, the current cost estimate is \$180 million. Meanwhile, we have adopted a new approach to rail planning, that determines long-term railroad service needs and create schedules to provide that level of service. This planning drives railroad infrastructure investment decisions and when applied to this project has determined that the existing single-track segment between Raymer and Bernson is sufficient to provide the capacity needed in the corridor for several years. The long-term plan is to operate passenger trains every 15 minutes through the segment, which will require additional infrastructure – but still not a full double-tracking – of the segment.

Identified Savings will be re-programmed in the 3rd Quarter.

Active project benefits:

Yes = Project benefit

No = No project benefit

<u>Project No.</u>	<u>Project Title</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
1.1	Locomotives & Railcars	No	Yes	Yes	Yes	Yes	No
1.2	Option Locomotives	No	Yes	Yes	Yes	Yes	No
5.2	Van Nuys	Yes	No	No	Yes	No	No
8	Wayside Power Storage	No	No	No	Yes	Yes	Yes
9.1	Seacliff Siding Extension	No	Yes	Yes	Yes	Yes	No
20	Left Hand Turnout	No	Yes	Yes	Yes	Yes	No
21.1	Sacramento to Roseville Third Track Phase 1	Yes	Yes	Yes	Yes	No	No
	Totals	2	5	5	7	5	1

Out of 7 projects two were new track, five were capacity, five were increased speed, seven were reliability, five were safety and one was other.

Completed project benefits:

Yes = Project benefit

No = No project benefit

<u>Project No.</u>	<u>Project Title</u>	<u>New Track</u>	<u>Capacity</u>	<u>Increased Speed</u>	<u>Reliability</u>	<u>Safety</u>	<u>Other</u>
1.3	On-Board Information Systems	No	No	No	No	No	Yes
2.1	San Onofre to Pulgas Double Track Phase 1	Yes	Yes	Yes	Yes	Yes	No
2.2	San Onofre to Pulgas Double Track Phase 2	Yes	Yes	Yes	Yes	Yes	No
2.3	San Onofre to Pulgas Double Track Phase 1	Yes	Yes	Yes	Yes	Yes	No
3	Oakley to Port Chicago Double Track Seg. 3	Yes	Yes	Yes	Yes	No	No
4.1	Raymer to Bernson Double Track	Yes	Yes	Yes	Yes	Yes	No
5.1	Van Nuys North Platform	Yes	Yes	Yes	Yes	Yes	No
6	Capital Corridor Track, Bridge & Signal Upgrade	Yes	Yes	Yes	Yes	Yes	No
7	Ventura County Sealed	No	Yes	Yes	Yes	Yes	No
12	Commerce to Fullerton Triple Track Seg. 6	Yes	Yes	Yes	Yes	Yes	No
13	New Station Track at LA Union Station	Yes	Yes	Yes	Yes	Yes	Yes
14	Kings Park Track & Signal	Yes	No	Yes	Yes	Yes	No
15	Wireless Network for North Cal IPR Fleet	No	Yes	No	No	No	Yes
16	Santa Margarita River Bridge & Double Track	Yes	Yes	Yes	Yes	Yes	No
17	Emeryville Station & Track	Yes	No	Yes	Yes	Yes	No
18	Bahia Benicia Crossover & Track	Yes	Yes	Yes	Yes	No	No
19	SCRRA Sealed Corridor	Yes	No	Yes	Yes	Yes	Yes
	<u>Totals</u>	14	13	15	15	13	4

Out of 17 projects fourteen were new track, thirteen were capacity, fifteen were increased speed, fifteen were reliability, thirteen were safety and four were other.



**FY 2018-19
Second Quarter Report
Trade Corridors
Improvement Fund Program**

**Quarterly Report to the
California Transportation
Commission**



Trade Corridors Improvement Fund Progress Report

SUMMARY

This report covers the second quarter of Fiscal Year (FY) 2018-19 (October through December) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the second quarter, there were a total of 103 projects with a TCIF programmed value of \$2,437,189,000 and a total project value of \$10,288,508,000. The California Transportation Commission (Commission) has approved all baseline agreements. The Commission updated the Savings Policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

To date, 99 projects have received bond allocations totaling \$2,397,749,000. Seventy-four of the allocated projects have been completed. The available unallocated TCIF funds from savings, total \$52,251,040, of which \$12,811,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	\$1,500,000,000	\$1,490,695,000	\$1,451,255,000	\$48,745,000
Bond	\$1,200,205,000	\$1,190,900,000	\$1,151,460,000	\$48,745,000
SHOPP	\$299,795,000	\$299,795,000	\$299,795,000	\$0
NCTCC Total	\$640,000,000	\$637,982,000	\$637,982,000	\$2,018,000
Bond	\$449,795,000	\$447,786,000	\$447,786,000	\$2,009,000
SHOPP	\$190,205,000	\$190,196,000	\$190,196,000	\$9,000
SDBR - Bond	\$250,000,000	\$249,061,960	\$249,061,960	\$938,040
OTHER - Bond	\$60,000,000	\$59,450,000	\$59,450,000	\$550,000
TOTAL	\$2,450,000,000	\$2,437,188,960	\$2,397,748,960	\$52,251,040

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

CURRENT STATUS

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

Project Benefits

The Baseline benefits shown on pages 11-15 are all submitted by the local agencies and show the actual benefits after construction completion as compared to the benefits stated in their original TCIF baseline agreement. From all the closeouts submitted, twenty-one projects reported actual benefits for safety, velocity, throughput, reliability, congestion reduction and emissions reduction. Some projects submitted a closeout report for partial benefits, and noted that the remaining benefits will be captured at the Supplemental Closeout Report. Benefits for segmented projects will be achieved once all segments have completed construction.

Allocations							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
68.2A	11	SD		SR-11/Otay Mesa East Port of Entry (Segment 2A-SR11-Construct 4 lane highway project), <i>Resolution TCIF-A-1819-01, Approved 12/05/18</i>	\$7,825	\$60,453	Allocation

Programming Actions							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
129	7	LA		Everport Terminal Berth Efficiency and Emission Reduction Project, <i>Resolution TCIF-P-1819-01, Approved 10/17/18</i>	\$5,430	\$26,846	Program project into TCIF
130	8	SBD		State Route 60 Archibald Avenue Interchange Improvement Project, <i>Resolution TCIF-P-1819-03, Approved 12/05/18</i>	\$1,310	\$17,216	Program project into TCIF
131	12	ORA		I-5 Improvement Project, from SR 73 to Oso Parkway (Segment 1), <i>Resolution TCIF-P-1819-03, Approved 12/05/18</i>	\$26,991	\$179,768	Program project into TCIF
123	12	ORA		San Juan Creek Bridge Replacement Project, <i>Resolution TCIF-P-1819-03, Approved 12/05/18</i>	\$3,094	\$34,200	Project removed from TCIF, see note on page 20

Baseline Agreement Approvals							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
131	12	ORA		I-5 Improvement Project, from SR 73 to Oso Parkway (Segment 1), <i>Resolution TCIF-P-1819-04B, Approved 12/05/18</i>	\$26,991	\$179,768	Approve Baseline

Baseline Agreement Amendments							
ID	D	Co.	Rt e.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
20	07	LA		I-110 Freeway & C Street Interchange Improvements <i>Resolution TCIF-AA-1819-01, Approved 10/17/18</i>	\$7,836	\$38,427	De-allocate \$464,000 in TCIF funds
22	07	LA		South Wilmington Grade Separation <i>Resolution TCIF-AA-1819-02, Approved 10/17/18</i>	\$13,759	\$74,844	De-allocate \$1,262,000 in TCIF funds
87.2	07	LA		Cargo Transportation Improvements Emission Reduction Program – Phase 2 (TraPac Automation) <i>Resolution TCIF-AA-1819-03, Approved 10/17/18</i>	\$22,960	\$120,555	De-allocate \$3,704,000 in TCIF funds
61	08	SBD		ACE: South Milliken Avenue Railroad Grade Separation <i>Resolution TCIF-AA-1819-04, Approved 10/17/18</i>	\$20,633	\$72,718	De-allocate \$1,213,000 in TCIF funds
18	07	LA		New Siding on the Antelope Valley Line <i>Resolution TCIF-AA-1819-05, Approved 12/05/18</i>	\$4,771	\$11,164	De-allocate \$2,429,000 in TCIF funds
34	12	ORA		SR 91 Connect Auxiliary Lanes <i>Resolution TCIF-AA-1819-06, Approved 12/05/18</i>	\$25,438	\$44,267	De-allocate \$1,789,000 in TCIF funds
35	12	ORA		State College Boulevard Grade Separation <i>Resolution TCIF-AA-1819-07, Approved 12/05/18</i>	\$32,800	\$70,754	De-allocate \$3,090,000 in TCIF funds
37	12	ORA		Orangethorpe Avenue Grade Separation <i>Resolution TCIF-AA-1819-08, Approved 12/05/18</i>	\$30,324	\$95,325	De-allocate \$11,308,000 in TCIF funds
40	12	ORA		Lakeview Avenue Crossing <i>Resolution TCIF-AA-1819-09, Approved 12/05/18</i>	\$27,520	\$99,150	De-allocate \$109,000 in TCIF funds

41	12	ORA		Tustin Avenue/Rose Drive Overcrossing Resolution TCIF-AA-1819-10, Approved 12/05/18	\$22,962	\$91,149	De-allocate \$7,900,000 in TCIF funds
77	11	IMP		Brawley Bypass State Route 78/111 Expressway Resolution TCIF-AA-1819-11, Approved 12/05/18	\$42,572	\$69,334	De-allocate \$550,000 in TCIF funds
85	08	RIV		Avenue 52 Grade Separation Resolution TCIF-AA-1819-12, Approved 12/05/18	\$9,766	\$33,516	De-allocate \$234,000 in TCIF funds
99	12	ORA		Raymond Avenue Grade Separation Resolution TCIF-AA-1819-12, Approved 12/05/18	\$10,400	\$110,700	De-allocate \$1,490,000 in TCIF funds
Total De-allocated							\$35,542,000

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided \$2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately \$500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Unallocated Projects

Phase Complete
Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DIVISION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	SCOPE	BUDGET	SCHEDULE
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	DLA	7/29/2017	12/29/2017	7/29/2018	7/30/2019	7/29/2021	Env 100% Des 65% RW 50% Const 0%	\$39,080	\$5,709	\$2,530	\$2,350	\$2,500	\$31,700	✓	✓	✗
129	7	LA	Port of Los Angeles		Everport Terminal Berth Efficiency and Emission Reduction Project	DOR	10/19/2017	10/15/2018	N/A	4/2/2019	04/02/21	Env 100% Des 100% RW N/A Const 0%	\$26,846	\$5,430	\$4,270	\$1,189	\$0	\$15,387	✓	✓	✓
130	8	SBD	San Bernardino Associated Governments		State Route 60 Archibald Avenue Interchange Improvement Project	DPM	3/8/2018	5/31/2019	5/31/2019	10/28/2019	03/01/21	Env 100% Des 40% RW 40% Const 0%	\$17,216	\$1,310	\$867	\$1,098	\$1,458	\$13,793	✓	✓	✓
131	12	ORA	Orange County Transportation Authority		I-5 Improvement Project, from SR 73 to Oso Parkway (Segment 1)	DPM	5/6/2014	3/1/2019	2/1/2019	10/1/2019	01/01/24	Env 100% Des 55% RW 55% Const 0%	\$179,768	\$26,991	\$1,989	\$10,349	\$34,141	\$133,289	✓	✓	✓
													\$ 262,910	\$ 39,440							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

Behind Schedule

Awarded / Begin Construction

Allocated but Not Awarded

✔

✘

◆

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 3 - City Site Prep Work and Backbone Infrastructure 3]	05/07/13	10/14/13		10/15/18	Const 99% Design-Build	04/16/19	\$247,241	\$176,341	\$4,500	\$25,900	\$0	\$216,841	\$176,341	\$235,113	✔	✘	✔
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 4 - Recycling Facilities]	N/A			07/31/18	Const 1%	12/31/18	\$46,600	\$0	\$0	\$600	\$0	\$46,000	\$0	\$46,000	✔	✔	✘
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 5 - City Trade and Logistics Facilities]	N/A			12/31/19	Const 45%	06/30/20	\$99,400	\$0	\$0	\$3,500	\$0	\$95,900	\$0	\$62,356	✔	◆	✔
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]	08/06/13	04/30/14		07/31/17	Const 91%	08/31/18	\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$80,000	\$0	\$64,913	✔	✔	✘
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	05/23/12	06/29/12		11/30/13	Const 99%	06/30/14	\$15,000	\$7,200	\$100	\$500	\$0	\$14,400	\$5,476	\$5,476	✔	✔	✘
15.01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Phase I - Archaeological Services]	10/26/11	08/22/11		09/30/17	Const 95%	10/31/18	\$4,000	\$4,000	\$0	\$0	\$0	\$4,000			✔	✔	✘
15.02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Phase II - Trench and Fiber Optic relocation]	10/26/11	07/23/12		09/30/17	Const 95%	10/31/18	\$302,758	\$233,778	\$0	\$34,021	\$33,034	\$235,703	\$207,902	\$336,647	✔	✔	✘
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Motebello Corridor - Match]	N/A		11/30/19	11/30/22	Const 0%	05/31/23	\$142,000	\$0		\$8,738	\$28,771	\$40,872			✔	✔	✔
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]	06/22/11	10/01/12	Design-Build	06/27/16	Const 88%	09/26/16	\$1,336,061	\$299,795	\$11,862	\$38,239	\$324,700	\$961,260	\$1,062	\$834,318	✔	✘	✘
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]	N/A		10/30/13	06/30/16	Des 45% Const 0%	10/30/18	\$179,647	\$0	\$0	\$26,411	\$46,700	\$106,536	\$0	\$0	✔	✔	✘
68.2A	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2A - SR 11 - Construct 4-lane highway project]	12/05/18		07/30/18	07/20/20	Const 0%	07/30/21	\$60,453	\$7,825	\$0	\$0	\$0	\$60,453	\$0	\$0	✔	✔	✔
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 3 - East Otay Mesa Land POE]	N/A		09/30/13	03/31/16	Des 40% Const 0%	04/30/18	\$325,983	\$0	\$0	\$10,000	\$30,983	\$285,000	\$0	\$0	✔	✔	✘
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const 99%	12/08/15	\$46,525	\$10,346	\$1,600	\$5,197	\$500	\$39,228	\$8,694	\$38,350	✔	✔	✘
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 3 - Washington Overpass]	N/A		06/01/13	07/01/13	Const 0%	12/01/13	\$1,540	\$0	\$0	\$0	\$0	\$1,540			✔	✔	✘
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 4 - Loop Track]	N/A		01/15/14	08/15/14	Const 0%	12/01/14	\$1,124	\$0	\$3	\$100	\$5	\$1,016			✔	✔	✘
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 50%	12/31/18	\$142,213	\$71,000	\$300	\$8,456	\$38,655	\$94,802	\$31,377	\$42,664	✔	✔	✘
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	01/22/15	07/07/15		07/28/15	Const 80%	07/26/16	\$4,300	\$1,700	\$0	\$0	\$0	\$4,300	\$1,700	\$4,341	✔	✔	✘
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16	11/02/16		12/31/16	Const 90%	12/31/17	\$3,580	\$1,790		\$200		\$3,380	\$1,432	\$1,882	✔	✔	✘
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 93%	04/30/19	\$3,485	\$1,455	\$250	\$325		\$2,910	\$1,351	\$2,723	✔	✔	✘
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 89%	4/30/19	\$3,485	\$1,455	\$250	\$325		\$2,910	\$1,319	\$2,663	✔	✔	✘
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	06/30/16	11/18/16		04/30/18	Const 95%	04/30/19	\$6,648	\$2,708	\$616	\$616		\$5,416	\$2,578	\$5,156	✔	✔	✘
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		9/30/2019	Const 28%	03/30/20	\$145,184	\$35,060	\$0	\$11,107	\$32,123	\$101,954	\$7,651	\$23,676	✔	✔	✔
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	06/30/16	02/01/17		09/16/18	Const 87%	09/17/23	\$70,254	\$4,343	\$1,378	\$7,669	\$1,585	\$59,622	\$2,110	\$48,058	✔	✔	✘
119	10	SJ	Port of Stockton		Navy Drive Widening	06/30/16	07/11/17		10/01/17	Const 90%	06/01/18	\$6,813	\$2,000	\$200	\$650	\$0	\$5,963	\$250	\$500	✔	✔	✘
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	08/17/16	07/12/17		05/01/19	Const 46%	03/05/20	\$24,138	\$1,019	\$0	\$0	\$0	\$24,138	\$383	\$9,498	✔	✔	✔
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	06/28/17	11/21/17		09/30/20	Const 74%	11/30/20	\$156,355	\$15,436	\$0	\$0	\$0	\$156,355	\$11,437		✔	✔	✔
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	10/19/16	01/13/17		08/31/26	Const 24%	08/31/27	\$1,506,136	\$7,771	\$84,622	\$269,052	\$298,651	\$853,771	\$0	\$283,580	✔	✔	✔
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	10/18/17	04/09/18		12/31/19	Const 51%	12/30/20	\$37,662	\$3,000	\$0	\$2,642	\$20	\$35,000			✔	✔	✔

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

Behind Schedule

Awarded / Begin Construction

Allocated but Not Awarded

No Known Scope, Budget, or Schedule Impact

Known Scope, Budget, or Schedule Impact

Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE	
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	06/27/18	12/31/18	10/31/18	07/31/21	Const 0%	07/31/21	\$91,143	\$2,620	\$0	\$9,046	\$32,624	\$49,473			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project	08/16/17	02/14/18		11/01/20	Const 66%	12/02/23	\$11,900	\$3,600	\$0	\$0	\$0	\$11,900			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
127	3	SAC	Northern California Trade Corridors Coalition/Sacramento Area Council of Governments'		SR99 Auxiliary Lanes Project	01/31/18	05/10//18		12/01/19	Const 53%	12/01/23	\$7,095	\$900	\$170	\$600	\$25	\$6,300			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
128	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Contract 1 Project	06/27/18	08/16/18		02/01/24	Const 5%	02/02/27	\$809,618	\$4,973	\$6,903	\$30,325	\$47,811	\$724,579			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
												\$ 5,936,253	\$ 973,115										
																		\$ 4,941,895					

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE <small>(Six months after Actual End Const)</small>	SFDR DUE DATE <small>(Six months after Actual End Closeout)</small>	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
2	4	CC	Caltrans / BNSF		Richmond Rail Connector						\$21,214	\$9,555	\$1,001	\$143	\$4,188	\$15,883	\$9,555	\$15,883	✓	✓
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 1-Environmental Remediation]</i>	12/30/19	04/16/19	04/16/19	06/30/19		\$11,400	\$0	\$0	\$0	\$0	\$11,400	\$0	\$11,487		
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 2 - Rail Access Improvements and Manifest Yard]</i>						\$74,600	\$65,800	\$100	\$8,700	\$0	\$65,800	\$65,800	\$74,600	✓	✓
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 6 - Unit Train Support Rail Yard]</i>						\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	\$0	\$19,428	✓	✓
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane <i>[SHOPP/TCIF]</i>					05/06/19	\$44,903	\$44,903	\$2,490	\$5,140	\$105	\$37,168	\$0	\$54,916	✓	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement						\$26,040	\$12,270	\$9,500	\$1,000	\$0	\$15,540		\$12,270	✓	✓
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 1 - Initial Project]</i>						\$80,636	\$25,266	\$3,143	\$8,349	\$0	\$69,145		\$69,145	✓	✓
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 2 - West Ped-Bicycle Tunnel Ramps]</i>						\$3,747	\$0	\$0	\$0	\$0	\$3,747	\$0	\$3,747	✓	✓
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1					06/10/19	\$165,678	\$69,458	\$4,000	\$10,400	\$44,600	\$106,678	\$69,458	\$79,838	✓	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation <i>[SHOPP/TCIF]</i>						\$88,392	\$38,292	\$6,800	\$12,200	\$7,500	\$61,892	\$13,031	\$63,056	◆	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Brea Canyon Grade Separation - Match]</i>	08/31/08	08/31/10	08/31/10	02/31/09		\$38,922	\$0	\$0	\$538	\$9,708	\$28,676			✓	
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Ramona Boulevard Grade Separation - Match]</i>	04/30/08	05/31/10	05/31/10	10/30/08		\$14,965	\$0	\$0	\$34	\$2,959	\$11,972			✓	
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Reservoir Street Grade Separation - Match]</i>	07/31/08	09/30/11	09/30/11	01/31/09		\$12,480	\$0	\$0	\$0	\$1,125	\$11,355			✓	
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Sunset Avenue Grade Separation - Match]</i>	12/31/10	06/31/12	06/31/12	06/30/11		\$35,208	\$0	\$0	\$339	\$3,226	\$31,643			✓	
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Temple Avenue Train Diversion - Match]</i>	03/30/10	12/31/14	12/31/14	09/30/10		\$45,177	\$0	\$0	\$540	\$2,923	\$41,714			✓	
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project						\$63,997	\$18,012	\$0	\$4,000	\$15,281	\$44,716	\$18,012	\$40,959	✓	✓
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						\$11,164	\$4,771	\$0	\$1,422	\$0	\$9,742		\$9,742	✓	✓
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening						\$40,773	\$13,205	\$700	\$5,568	\$0	\$34,505	\$13,062	\$31,296	◆	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements					04/30/19	\$38,427	\$7,836	\$687	\$3,491	\$0	\$34,248	\$7,836	\$29,568	✓	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction			09/01/18	03/30/19		\$32,000	\$5,800	\$39	\$2,524	\$3,198	\$26,239	\$2,060	\$18,795	◆	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	\$74,844	\$13,759	\$520	\$6,631	\$0	\$67,693	\$13,759	\$51,827	✓	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)						\$29,142	\$4,093	\$2,980	\$1,990	\$0	\$24,172		\$29,129	✓	✓
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)						\$55,540	\$16,216	\$4,270	\$2,850	\$0	\$48,420		\$34,233	✓	✓
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) <i>[Segment 1 - Berth 200 Rail Yard Improvements]</i>					05/31/16	\$111,956	\$40,718	\$6	\$7,980	\$0	\$103,970		\$91,527	✓	◆
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) <i>[Segment 2 - Berth 200 Rail Yard Track Connections]</i>				06/30/17		\$23,141	\$9,423	\$0	\$1,000	\$0	\$22,141	\$9,423	\$19,381	◆	◆
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5						\$44,267	\$25,438	\$1,080	\$2,681	\$1,883	\$38,623	\$25,438	\$40,703	✓	✓
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation						\$70,754	\$32,800	\$305	\$3,595	\$19,092	\$47,762	\$32,800	\$49,831	✓	✓
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing						\$56,794	\$9,548	\$21	\$3,401	\$15,371	\$38,001	\$9,548	\$34,558	✓	✓

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
 Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation						\$95,325	\$30,324	\$631	\$8,292	\$24,863	\$61,539	\$30,324	\$56,956	<div></div>	<div></div>
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing						\$53,185	\$15,513	\$631	\$5,043	\$9,382	\$38,129	\$15,466	\$40,099	<div></div>	<div></div>
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing						\$91,149	\$27,520	\$631	\$7,867	\$39,688	\$42,963	\$27,520	\$36,142	<div></div>	<div></div>
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing						\$87,549	\$22,962	\$601	\$6,214	\$39,920	\$40,813	\$22,962	\$38,947	<div></div>	<div></div>
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation						\$33,003	\$4,953	\$143	\$1,657	\$6,800	\$24,403	\$4,952	\$21,594	<div></div>	<div></div>
43	8	RIV	City of Corona		Auto Center Drive Grade Separation						\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955	\$16,000	\$16,026	<div></div>	<div></div>
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						\$50,248	\$17,288	\$160	\$2,500	\$23,500	\$24,088	\$17,288	\$24,322	<div></div>	<div></div>
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation					06/01/15	\$32,000	\$13,000	\$500	\$1,500	\$5,500	\$24,500	\$10,320	\$19,528	<div></div>	
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	12/31/18	08/01/16	08/02/16	06/30/19		\$33,042	\$8,278	\$900	\$2,300	\$1,142	\$28,700	\$7,353	\$25,725	<div></div>	
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation					02/20/17	\$36,000	\$15,500	\$1,500	\$1,000	\$7,500	\$26,000	\$13,741	\$23,048	<div></div>	
48	8	RIV	Riverside County		Avenue 56 Grade Separation						\$29,394	\$12,802	\$295	\$2,268	\$3,289	\$23,542	\$12,802	\$25,544	<div></div>	<div></div>
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing						\$30,806	\$13,247	\$502	\$2,843	\$7,385	\$20,076	\$13,034	\$20,105	<div></div>	<div></div>
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation					06/30/17	\$32,154	\$10,434	\$1,047	\$1,453	\$6,892	\$22,762	\$10,259	\$20,713	<div></div>	
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF					06/10/19	\$51,609	\$17,673	\$563	\$3,700	\$1,923	\$45,423	\$14,290	\$43,230	<div></div>	
54	8	RIV	City of Riverside	215	March Island Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements						\$53,392	\$6,451	\$3,222	\$4,957	\$7,317	\$37,896	\$6,450	\$37,897	<div></div>	<div></div>
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction						\$77,136	\$28,622	\$781	\$6,352	\$13,003	\$57,000	\$28,621	\$57,000	<div></div>	<div></div>
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction						\$31,170	\$9,837	\$0	\$2,185	\$1,723	\$27,262	\$9,837	\$27,262	<div></div>	<div></div>
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation					05/19/16	\$25,885	\$7,172	\$0	\$2,650	\$6,400	\$16,835	\$7,172	\$18,038	<div></div>	
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation					04/18/19	\$72,718	\$20,633	\$678	\$5,652	\$14,490	\$51,897	\$20,633	\$46,562	<div></div>	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation						\$23,776	\$1,877	\$886	\$2,002	\$9,643	\$11,245	\$1,877	\$11,245	<div></div>	<div></div>
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation						\$28,593	\$7,311	\$0	\$3,963	\$4,527	\$20,102	\$7,310	\$20,102	<div></div>	<div></div>
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction					12/21/16	\$73,597	\$14,194	\$3,458	\$3,766	\$26,594	\$39,779	\$14,194	\$45,056	<div></div>	
67	11	SD	San Diego Association of Governments	905	State Route 905					02/11/18	\$82,953	\$66,804	\$0	\$499	\$0	\$82,454	\$0	\$81,154	<div></div>	
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry <i>[Parent - Environmental Programming for Entire Corridor]</i>					06/30/19	\$12,480	\$0	\$12,480	\$0	\$0	\$0	\$0	\$0	<div></div>	
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry <i>[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]</i>					03/30/18	\$107,330	\$66,330	\$0	\$7,300	\$33,700	\$66,330	\$65,017	\$65,017	<div></div>	
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	\$2,603	\$792	\$440	\$345	\$20	\$1,798	\$1,087	\$2,276	<div></div>	
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements						\$3,953	\$598	\$1,163	\$1,031	\$0	\$1,760	\$597	\$1,759	<div></div>	<div></div>
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	\$1,731	\$361	\$531	\$300	\$37	\$863	\$1,087	\$1,956	<div></div>	
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion						\$40,460	\$25,900	\$540	\$2,482	\$6,870	\$30,568		\$25,900	<div></div>	<div></div>
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 1 - Aerial Cabling]</i>						\$4,458	\$4,458	\$0	\$0	\$0	\$4,458		\$4,458	<div></div>	<div></div>
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]</i>						\$10,010	\$10,010	\$0	\$0	\$0	\$10,010		\$10,010	<div></div>	<div></div>
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 3 - Palomar Siding and Mainline Track Improvements]</i>						\$3,445	\$3,445	\$0	\$0	\$0	\$3,445		\$3,445	<div></div>	<div></div>

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
 Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements <i>[Phase 4 - Final Palomar Siding and System Upgrades]</i>						\$30,591	\$21,621	\$220	\$8,750	\$0	\$21,621		\$21,621	<div></div>	<div></div>
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						\$44,000	\$10,800	\$2,024	\$3,774	\$2,553	\$35,649		\$35,649	<div></div>	<div></div>
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111						\$69,334	\$42,572	\$1,206	\$6,500	\$18,569	\$43,059	\$42,572	\$42,600	<div></div>	<div></div>
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension					06/30/16	\$56,582	\$23,582	\$1,000	\$5,000	\$7,000	\$43,582	\$22,160	\$36,935	<div></div>	
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation						\$42,180	\$18,975	\$500	\$2,780	\$100	\$38,800	\$18,975	\$39,011	<div></div>	<div></div>
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project						\$83,477	\$27,847	\$3,689	\$5,570	\$433	\$73,785		\$73,784	<div></div>	<div></div>
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation						\$58,215	\$22,825	\$0	\$4,376	\$11,774	\$42,065	\$22,825	\$41,900	<div></div>	<div></div>
85	8	RIV	Riverside County		Avenue 52 Grade Separation						\$33,516	\$9,766	\$2,668	\$0	\$3,000	\$27,848	\$9,766	\$27,848	<div></div>	<div></div>
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension						\$72,987	\$20,712	\$0	\$3,292	\$0	\$69,695	\$20,712	\$72,751	<div></div>	<div></div>
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1						\$26,695	\$12,705	\$0	\$1,285	\$0	\$25,410		\$39,166	<div></div>	<div></div>
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2						\$120,555	\$22,960	\$0	\$4,714	\$0	\$115,841	\$22,960	\$105,684	<div></div>	<div></div>
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation						\$71,625	\$27,739	\$0	\$1,902	\$41,930	\$27,739	\$27,738	\$27,738	<div></div>	<div></div>
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector <i>[SHOPP/TCIF]</i>	12/30/18	01/31/17	12/31/19	06/30/19		\$101,580	\$22,847	\$3,500	\$8,880	\$23,160	\$66,040	\$14,068	\$63,151	<div></div>	
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening					03/31/17	\$2,924	\$1,462	\$0	\$0	\$0	\$2,924	\$1,175	\$2,618	<div></div>	
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase I - UPRR Track Improvements]</i>	01/25/12	06/30/12		09/30/12		\$7,500	\$0	\$0	\$0	\$0	\$7,500			<div></div>	
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 2 - Cemex Track/Unit Track 2]</i>	01/25/12	06/28/12		07/25/12		\$1,800	\$0	\$0	\$100	\$0	\$1,700			<div></div>	
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 5 - Pioneer Bluff Bridge]</i>					09/24/17	\$10,561	\$9,678	\$210	\$653	\$20	\$9,678	\$9,678	\$11,350	<div></div>	
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track						\$32,634	\$12,056	\$3,393	\$1,513	\$396	\$27,331	\$12,056	\$27,331	<div></div>	<div></div>
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) <i>[SHOPP/TCIF]</i>					11/25/18	\$24,764	\$13,840	\$2,120	\$2,120	\$67	\$20,457	\$0	\$17,149	<div></div>	
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	12/30/18	03/31/18	08/31/18	06/30/19		\$99,019	\$48,000	\$300	\$9,090	\$32,868	\$56,761	\$40,503	\$47,887	<div></div>	
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange				05/30/16		\$19,350	\$4,361	\$900	\$950	\$1,000	\$16,500	\$4,020	\$16,500	<div></div>	
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements <i>[SHOPP/TCIF]</i>				06/30/17		\$8,459	\$7,959	\$125	\$198	\$253	\$7,883	\$0	\$6,604	<div></div>	
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation						\$110,700	\$10,400	\$0	\$5,370	\$34,901	\$70,429	\$10,400	\$57,235	<div></div>	<div></div>
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II						\$57,811	\$8,691	\$0	\$5,189	\$34,175	\$18,447	\$8,598	\$20,425	<div></div>	<div></div>
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements <i>[SHOPP/TCIF]</i>					06/10/19	\$2,973	\$2,333	\$130	\$400	\$110	\$2,333	\$0	\$2,728	<div></div>	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair						\$5,681	\$2,841	\$0	\$376	\$0	\$5,305	\$2,841	\$8,484	<div></div>	<div></div>
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation						\$22,600	\$11,000	\$0	\$0	\$0	\$22,600	\$11,000	\$21,654	<div></div>	<div></div>
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors						\$18,628	\$13,719	\$0	\$2,700	\$521	\$15,407	\$13,512	\$15,113	<div></div>	<div></div>
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton						\$17,400	\$8,200	\$350	\$650	\$0	\$16,400	\$8,155	\$16,851	<div></div>	<div></div>

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE <small>(Six months after Actual End Const)</small>	SFDR DUE DATE <small>(Six months after Actual End Closeout)</small>	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED)(x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering <i>[SHOPP/TCIF]</i>					03/20/19	\$2,000	\$2,000	\$0	\$0	\$0	\$2,000	\$0	\$6,091		
108	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program <i>[Phase 1 - Berth/Wharf Improvements]</i>				06/30/18		\$45,115	\$8,401	\$2,600	\$2,549		\$39,966	\$8,401	\$41,084		
108	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program <i>[Phase 2 - On-Dock Railyard]</i>				09/30/18		\$6,083	\$1,132	\$0	\$357		\$5,726	\$833	\$2,851		
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	06/30/18	8/17/18	9/15/2020	12/31/2018		\$10,111	\$1,158	\$64	\$561	N/A	\$9,486	\$1,008	\$9,576		
115	4	ALA	Port of Oakland		Cool Port Oakland Project	12/30/2018	10/01/17	1/30/2019	6/30/2019		\$8,605	\$5,000	\$105	\$300	\$0	\$8,200	\$5,000	\$11,086		
115	4	ALA	Port of Oakland		Cool Port Oakland Project	12/30/2018	10/01/17	1/30/2019	6/30/2019		\$83,300	\$0	\$0	\$1,700	\$0	\$81,600	\$0	\$81,600		
											\$ 4,089,345	\$ 1,424,634						\$ 5,022,304		

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend Legend
I=Identified I=Identified benefit
Y=Achieved Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 3 - City Site Prep Work and Backbone Infrastructure 3]	Y		Y		Y		Y		Y		Y	
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 4 - Recycling Facilities]	Y		Y		Y		Y		Y		Y	
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 5 - City Trade and Logistics Facilities]	Y		Y		Y		Y		Y		Y	
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]	Y		Y		Y		Y		Y		Y	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	Y				Y		Y		Y		Y	
15.01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Phase I - Archaeological Services]	Y		Y		Y		Y		Y		Y	
15.02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Phase II - Trench and Fiber Optic relocation]	Y		Y		Y		Y		Y		Y	
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Motebello Corridor - Match]	Y		Y		Y		Y		Y		Y	
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]	Y		Y		Y		Y		Y		Y	
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]	Y		Y		Y		Y		Y		Y	
68.2A	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2A - SR 11 - Constuct 4-lane highway project]	Y		Y		Y		Y		Y		Y	
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 3 - East Otay Mesa Land POE]	Y		Y		Y		Y		Y		Y	
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	Y				Y		Y		Y			
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 3 - Washington Overpass]	Y				Y				Y		Y	
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 4 - Loop Track]	Y				Y				Y		Y	
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	Y		Y		Y		Y		Y		Y	
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	Y				Y				Y			
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	Y		Y		Y		Y		Y		Y	
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	Y		Y		Y		Y		Y		Y	
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	Y		Y		Y		Y		Y		Y	
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	Y		Y		Y		Y		Y		Y	
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	Y		Y		Y		Y		Y		Y	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend Legend
I=Identified I=Identified benefit
Y=Achieved Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	Y		Y		Y		Y		Y		Y	
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	Y		Y		Y		Y		Y		Y	
119	10	SJ	Port of Stockton		Navy Drive Widening	Y		Y		Y		Y		Y		Y	
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	Y		Y		Y		Y		Y		Y	
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	Y				Y		Y		Y		Y	
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	Y		Y		Y		Y		Y		Y	
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	Y		Y		Y		Y		Y		Y	
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	Y		Y		Y		Y		Y		Y	
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project			Y		Y		Y					
127	3	SAC	Northern California Trade Corridors Coalition/Sacramento Area Council of Governments'		SR99 Auxiliary Lanes Project					Y				Y			
128	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Contract 1 Project	Y		Y		Y		Y		Y		Y	
129*	7	LA	Port of Los Angeles		Everport Terminal Berth Efficiency and Emission Reduction Project			Y		Y		Y				Y	
130*	8	SBD	San Bernardino Associated Governments		State Route 60 Archibald Avenue Interchange Improvement Project												
131	12	ORA	Orange County Transportation Authority		I-5 Improvement Project, from SR 73 to Oso Parkway (Segment 1)	Y		Y		Y		Y		Y		Y	

*Note: Agencies are working on Baseline agreements for TCIF# 129 and 130, benefits will be documented in Baseline Agreements.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Benefits for Completed Projects

No benefit was reported in baseline and/or acutal

Segmented project, benefits will be calculated once all phases are complete

Legend

I=Identified benefit

Y=Achieved benefit

P=Pending, benefits will be captured at Supplemental Final Delivery Report

No Known Scope, Budget, or Schedule Impact

FDR is under review

Known Scope, Budget, or Schedule Impact

Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR STATUS	SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER	Safety BaselineActual	Velocity BaselineActual	Throughput BaselineActual	Reliability BaselineActual	Congestion Reduction BaselineActual	Emissions Reduction BaselineActual
2	4	CC	Caltrans / BNSF		Richmond Rail Connector			FDR/SFDR Approved	Y	Y				
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 1-Environmental Remediation]			Completed construction on 12/30/18	Y		Y		Y	
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 2 - Rail Access Improvements and Manifest Yard]			FDR/SFDR Approved	Y	Y	Y		Y	
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Segment 6 - Unit Train Support Rail Yard]			FDR/SFDR Approved	Y	Y	Y		Y	
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]			FDR approved. Agency working on SFDR.	Y	Y	Y		Y	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement			FDR/SFDR Approved	Y	Y	Y		Y	
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]			FDR/SFDR Approved	Y	Y	Y		Y	
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 2 - West Ped-Bicycle Tunnel Ramps]			FDR/SFDR Approved	Y	Y	Y		Y	
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1			FDR approved. Agency working on SFDR.	Y	P	Y		P	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation [SHOPP/TCIF]				Y		Y		Y	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Brea Canyon Grade Separation - Match]			Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y	
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Ramona Boulevard Grade Separation - Match]			Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y	
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Reservoir Street Grade Separation - Match]			Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y	
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Sunset Avenue Grade Separation - Match]			Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y	
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Temple Avenue Train Diversion - Match]			Segmented project. Requested FDR/SFDR to conform with updated policy.	Y		Y		Y	
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project			FDR/SFDR Approved	Y	Y	Y		Y	
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains			FDR/SFDR Approved	Y	Y	Y		Y	
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening				Y		Y		Y	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements			FDR approved. Agency working on SFDR.	Y	Y	Y		Y	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction				Y		Y		Y	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation			Agency working on SFDR.	Y	Y	Y		Y	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)			FDR/SFDR Approved					Y	
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)			FDR/SFDR Approved					Y	
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]			FDR approved. Agency is working on SFDR.	Y		Y		Y	
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 - Berth 200 Rail Yard Track Connections]				Y		Y		Y	
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5			FDR/SFDR Approved	Y	Y	Y		Y	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation			FDR/SFDR Approved.	Y	Y	Y		Y	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing			FDR/SFDR Approved	Y	Y	Y		Y	
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation			FDR/SFDR Approved	Y	Y	Y		Y	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing			FDR/SFDR Approved	Y	Y	Y		Y	
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing			FDR/SFDR Approved	Y	Y	Y		Y	
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing			FDR/SFDR Approved	Y	Y	Y		Y	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Benefits for Completed Projects

No benefit was reported in baseline and/or actual
Segmented project, benefits will be calculated once all phases are complete

Legend
I=Identified benefit
Y=Achieved benefit
P=Pending, benefits will be captured at Supplemental Final Delivery Report

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR STATUS	SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
									Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
46	8	RIV	City of Banning		Sunset Avenue Grade Separation			Completed construction on 12/30/18	Y		Y		Y		Y		Y		Y	
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
48	8	RIV	Riverside County		Avenue 56 Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
54	8	RIV	City of Riverside	215	March Island Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	✓		FDR approved. Agency working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	✓		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
67	11	SD	San Diego Association of Governments	905	State Route 905	✓		FDR Approved. Agency is working on SFDR.	Y	P	Y	P	Y	P	Y	P	Y	P	Y	P
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Parent - Environmental Programming for Entire Corridor]	✓		FDR Approved. Agency is working on SFDR.	Y	P	Y	P	Y	P	Y	P	Y	P	Y	P
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]	✓		FDR Approved. Agency is working on SFDR.	Y	Y	Y	P	Y	P	Y	P	Y	P	Y	P
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	✓		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	P
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	✓		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	P
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track Improvements]	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
77	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	✓		FDR Approved. Agency is working on SFDR.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y							Y	Y	Y	Y
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
85	8	RIV	Riverside County		Avenue 52 Grade Separation	✓	✓	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Benefits for Completed Projects

No benefit was reported in baseline and/or actual					Legend					No Known Scope, Budget, or Schedule Impact										
Segmented project, benefits will be calculated once all phases are complete					I=Identified benefit Y=Achieved benefit P=Pending, benefits will be captured at Supplemental Final Delivery Report					FDR is under review Known Scope, Budget, or Schedule Impact Potential Impact										
PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR STATUS	SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
									Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector [SHOPP/TCIF]	✘		Completed construction on 12/30/18												
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening	✔		FDR Approved. Agency is working on SFDR.	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 1 - UPRR Track Improvements]	✔		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y				Y				Y			
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 2 - Cemex Track/Unit Track 2]	✔		Segmented project. Requested FDR/SFDR to conform with updated policy.	Y				Y				Y			
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 5 - Pioneer Bluff Bridge]	✔		FDR Approved. Agency is working on SFDR.	Y	P			Y	P			Y	P	P	
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) [SHOPP/TCIF]	✔		FDR Approved. Agency is working on SFDR.					Y	Y			Y	Y		
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	✘		Completed construction on 12/30/18	Y		Y		Y		Y		Y			
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	✘			Y				Y							
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements [SHOPP/TCIF]	✘			Y		Y		Y		Y		Y			
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements [SHOPP/TCIF]	✔		FDR approved. Agency working on SFDR.	Y	P	Y	P	Y	P	Y	P	Y	P	P	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	✔	✔	FDR/SFDR Approved	Y	Y			Y	Y	Y	Y	Y	Y	Y	
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton	✔	✔	FDR/SFDR Approved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering [SHOPP/TCIF]	✔		FDR Approved. Agency is working on SFDR.	Y	P	Y	P	Y	P	Y	P	Y	P	P	
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]	◆			Y		Y		Y		Y		Y			
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	◆			Y		Y		Y		Y		Y			
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	✘							Y				Y			
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	✘		Completed construction on 12/30/18	Y		Y		Y				Y			
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	✘		Completed construction on 12/30/18	Y		Y		Y				Y		Y	

TCIF Project Action Plan Report Second Quarter FY 2018-19

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

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
3.3	4	ALA		<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	\$176,341	\$247,241	Scope, Budget, Schedule
3.4	4	ALA		<u>City of Oakland</u> Outer Harbor Intermodal Terminal (OHIT) Segment 4 – Recycling Facilities	\$0	\$46,600	Schedule
3.5	4	ALA		<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) [Segment 5 - City Trade & Logistics Facilities]	\$0	\$99,400	Scope, Schedule

Project Action Plan:

#3.3: The total scope of the Funded Segment, Segment 3.3-City Site Prep and Public Backbone Infrastructure Improvements (except for private wharf improvements) are scheduled to be complete and accepted by the City during the third quarter FY 18-19. The City will be submitting a Baseline Agreement amendment to the California Transportation Commission (CTC) to :1) Shift scope and budget for private wharf improvements and investment from Segment 3.3, City Site Prep Improvements to Segment 3.5, City Trade and Logistics Facilities (which includes the Bulk Cargo and Marine Terminal component); and 2) Formally provide updated uses and sources for the completion of Segment 3.3 and to highlight additional local funding received from the Alameda County Transportation Commission totaling \$41M towards roadway improvements, and \$5M to construct a truck parking area required by the Bay Conservation and Development Commission as a mitigation to help keep trucks out of the neighboring community.

#3.4: The Project milestone schedule for Segment 4 is delayed because of requirement to renegotiation of price and terms for the sale of an adjoining 1.6-acre parcel which will provide primary and emergency access as well as additional on-site parking at the southern end of the North Gateway parcel for one of the two proposed Recycling Facilities. The schedule is also delayed due to litigation which continued through 2017 and delayed development negotiations under the joint agreement. The City authorized a new agreement with one recycler in July 2018 and is also negotiating a new agreement with the second recycler. The City remains committed to relocating the two recyclers and anticipates that completion of contracts by May 2020 and the completion of construction by December 2022.

#3.5: The Project milestone schedule for Segment 3.5-City Trade and Logistics Facilities is delayed due to prior and current litigation by and between the City and the ground lessee and developers of the Bulk Cargo Marine Terminal, associated wharf improvements, and development of private rail which extends west of the Northern Union Pacific Rail Interface. While a total of 677,924 square feet of logistics warehouse space and a 718,740 square foot trade and logistics container depot will have been developed prior to current Matching Segment delivery milestone date of June 30, 2020; the City will be submitting a Baseline Agreement amendment to the CTC for the delivery of the Bulk Cargo and Marine Terminal component, associated wharf improvements and rail extension which is currently projected out to June 30, 2027 based on a conceptual schedule timeframe to deliver these facilities.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction, 29 th & 23 rd Avenues, Oakland	\$97,912	\$73,000	Schedule

Project Action Plan:

#4: Construction has been delayed approximately two years due to Buy America issues. Project was awarded 4/30/14, construction is 4 year duration plus 1 year plant establishment. Project is scheduled to complete construction 11/01/19.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
11	10	SJ		San Francisco Bay to Stockton Ship Channel Deepening Project	\$7,200	\$15,000	Schedule

Project Action Plan:

#11: Due to US Army Corps of Engineers scheduling of annual over dredging, annual contract specifications require work to commence in the Sacramento River, the Stockton Deep Water Channel work is scheduled to be the last reach of the contract. To maximize work in the annual dredging window, the Port has solicited for a supplemental Operations and Maintenance over dredging contract to advance the dredging work typically delayed by the USACOE contractor to the end of the dredging season. The dredging contractor hired by the Port may operate under the supplemental contract within the Stockton Deep Water Channel while the USACOE contractor is working in the Sacramento River.

Once the USCOE contractor locates to the Stockton Deep Water Channel, by Federal Regulations, the Port supplemental contractor must cease operations and allow the USACOE contractor to dredge under the USACOE contract.

The annual dredging cycle occurs between June 1 and December 31, and the supplemental over dredging contract will enable the Port to meet the revised completion date August 30, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
15.01	7	LA		San Gabriel Valley Grade Separation Program (Phase I – Archaeological Services)	\$4,000	\$4,000	Schedule
15.02	7	LA		San Gabriel Valley Grade Separation Program (Phase II – Trench and Fiber Optic relocation)	\$233,778	\$302,758	Schedule

Project Action Plan:

#15.01 & 15.02: The project was delayed due to unprecedented rainstorms resulting in official declarations of emergencies throughout the state due to flooding in winter of 2017. Union Pacific Railroad work crews and material had to be diverted from the project to make emergency repairs to flood-damaged UPRR track, primarily in Northern California. As a result, ACE Construction Authority worked with the contractor to extend the contract by 257 calendar days.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	\$299,795	\$1,336,061	Schedule Budget

Project Action Plan:

#23: Gerald Desmond Bridge (Also in the CMIA program) – \$47,960,000 in additional SHOPP were allocated at the October 2016 CTC meeting. The funds will be used for Redesign of the tower - Construction Capital and Capital Outlay Support oversight to complete the project. The Main Span Bridge Released for Construction design is delayed as well as the main towers construction, the estimated end of construction date is November 5, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
68.2	11	SD	11	Segment 2 – SR 11 and Commercial Vehicle Enforcement Facility	\$0	\$179,647	Schedule

68.3	11	SD	11	Segment 3 – East Otay Mesa Land Port of Entry	\$0	\$325,983	Schedule
------	----	----	----	---	-----	-----------	----------

Project Action Plan:

#68.2 & 68.3: Project delivery is delayed due to negotiation to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments. This segment was split into two phases, 68.2 and 68.2A.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
91	7	LA	101	Route 101 Improvements	\$10,346	\$46,525	Schedule

Project Action Plan:

#91: Construction completion was delayed due to additional work needed on a retaining wall/sound wall. Approval of additional Local funds for retaining wall delayed construction completion for approximately 6 months. The new CCA, including Plant Establishment Period is January 31, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
92.3	3	YOL		West Sacramento/Port of West Sacramento Rail Plan [Phase 3 - Washington Overpass]	\$0	\$1,540	Schedule
92.4	3	YOL		West Sacramento/Port of West Sacramento Rail Plan [Phase 4 - Loop Track]	\$0	\$1,124	Schedule

Project Action Plan:

#92.3 & 92.4: Construction was delayed due additional roadway improvements needed. This work affected the overall project schedule.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
96	7	LA		ACE Fairway Drive Grade Separation	\$71,000	\$142,213	Schedule

Project Action Plan:

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

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
105	5	MON	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	\$1,700	\$4,300	Schedule

Project Action Plan:

#105: The schedule change is due to conflicts with Overhead PG&E Utility lines. The 60kV overhead wire brought about a vertical clearance conflict with the proposed 6' surcharge over the ground for consolidation. The consolidation method for the soil was modified to avoid the vertical clearance issue. Additional soils tested were done to design for new consolidation method. The contractor and resident engineer are working on the schedule to reduce the critical path to shorten the time for construction. Project is scheduled to complete construction April 18, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
110	8	SB		Hellman Avenue Crossing Improvements	\$1,790	\$3,580	Schedule

Project Action Plan:

#110: The construction schedule was delayed due to complications with contract negotiation. Agency meet with contractor who is wrapping up last of punch list items, they estimated end of construction date is February 28, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
111	7	LA		Citrus Avenue Crossing Improvements	\$1,455	\$3,485	Schedule

Project Action Plan:

#111: There was a delay in the County's preparation of the signal timing sheets as well as testing and programming the two new traffic controllers. During the controller testing, the County and City of Covina requested that the gate down input form the RR signal house to the traffic controller to include the exit gates as well as the entrance gates. This additional wiring work was completed in December 2018. Final punch list items by the Civil Contractor are expected to be completed January 5, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
112	7	LA		Ramona Boulevard Crossing Improvements	\$1,455	\$3,485	Schedule

Project Action Plan:

#112: The construction schedule was delayed due to complications with contract negotiation. Minor punch list items are remaining including signing adjustment and striping. The estimated end of construction date is February 28, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
113	7	LA		Control Point Soledad Speed Increase Project	\$2,708	\$6,648	Schedule

Project Action Plan:

#113: There are a few additional items of track work that needs to be completed and billed, including: Install derail sign and switch, regulate ballast and replace bridge ties. This work is expected to be completed in March 15, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
118	11	SD	N/A	San Elijo Lagoon Double Track	\$4,343	\$70,254	Schedule

Project Action Plan:

#118: The construction contract acceptance milestone date has been delayed due to delay in the Begin Construction Phase. The negotiation of the guaranteed maximum price took longer than anticipated due to the redesign efforts to incorporate value engineering suggestions proposed by contractor. The estimated end of construction date is April 8, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
119	10	SJ	N/A	Navy Drive Widening	\$2,000	\$6,813	Schedule

Project Action Plan:

#119: The project is currently behind schedule. The federal matching funds caused a delay in awarding the project, however the project was awarded in July 11, 2017. The annual dredging cycle occurs between June 1 and December 31. Project is currently in construction and scheduled to complete construction September 15, 2019.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
123	12	ORA	N/A	San Juan Bridge Replacement Project	\$3,094	\$34,200	Removed from TCIF program

Project Action Plan:

#123: At the December 2018 CTC meeting OCTA requested to de-allocate \$23.897 million from 5 TCIF projects along with deprogramming \$3,094 million from the San Juan Bridge Replacement Project for a combined total of \$26,991. The funds were then programmed into the TCIF#131- I-5 Improvement Project from State Route 73 to OSO Parkway (Segment 1), which is a new project.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
125	7	LA	N/A	Durfee Avenue Grade Separation Project	\$2,620	\$91,143	Schedule

Project Action Plan:

#125: The construction start schedule is delayed due to complications with Disadvantage Business Enterprise contract, agency anticipates starting construction soon.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.13
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson
Associate Deputy Director

Subject: **APPROVAL OF SHOPP PROJECT BASELINE AGREEMENTS – RESOLUTION SHOPP-P-1819-11B**

ISSUE:

Should the California Transportation Commission (Commission) approve seventeen State Highway Operation and Protection Program (SHOPP) Project Baseline Agreements submitted in accordance with the Commission's SB 1 Accountability and Transparency Guidelines and establish these baseline agreements as the basis for project delivery and monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the following seventeen SHOPP Baseline Agreements and establish these agreements as the basis for project delivery and monitoring:

District	EA	County	Route	Project Description (with embedded link to agreement)
01	46630	Mendocino	101	Hopland CAPM
02	4E450	Lassen	299	Bieber to Adin Pavement Rehabilitation
02	4F590	Tehama	5	Sacramento River Bridge Seismic - DES Broker
03	2H630	Butte	162	162 Road Widening
03	3F560	Yuba	20	Feather River Scour
04	0G680	Sonoma	121	SON-121 Widening, Rumble Strips, Curve Correction
04	1J970	Santa Clara	17	Santa Clara-17 CAPM
04	4J390	San Francisco	101	SF-101 Mitigate Wet Pavement
04	4J750	Alameda	84	Install Outer Separation Barriers
07	30110	Los Angeles	60	Pavement Rehabilitation
07	32720	Los Angeles	1	LA-01 Upgrade TMS Elements
08	0R142	San Bernardino	40	SBD-40 Needles Regrade Median
08	0R150	San Bernardino	40	SBD-40 Regrade Median Cross Slope

District	EA	County	Route	Project Description
10	0P921	Mariposa	140	Ferguson Slide Rock Shed Construction
10	1C790	Merced	5	John Erreca Roadside Rest Area
12	0M820	Orange	1	PCH Laguna Beach Mandated ADA Upgrades
12	0P030	Orange	74	Rte-74 Super Elevation Correction

BACKGROUND:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018 meeting and directed agencies to provide executed Baseline Agreements that set forth the agreed upon expected benefits, delivery schedule, project cost, and funding plan. The Baseline Agreement provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the District Director and Director of the Department of Transportation (Department), and the Commission's Executive Director.

Commission staff has reviewed these Baseline Agreements and determined the project's expected benefits, delivery schedule, project cost, and funding plan are consistent with the project the Commission approved at the time of programming and the requirements set forth in the Interim SHOPP Guidelines.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.23
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **TRADE CORRIDOR ENHANCEMENT PROGRAM – APPROVE THE BASELINE AGREEMENT FOR THE ROUTE 605/91 INTERCHANGE IMPROVEMENT-GATEWAY CITIES FREIGHT CROSSROADS PROJECT RESOLUTION TCEP-P-1819-09B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Trade Corridor Enhancement Program Project Baseline Agreement for the Route 605/91 Interchange Improvement-Gateway Cities Freight Crossroads Project, in Los Angeles County?

RECOMMENDATION:

Commission staff recommends that the Commission approve the Trade Corridor Enhancement Program Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

BACKGROUND:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018 meeting and directed agencies to provide executed Baseline Agreements that set forth the agreed upon expected benefits, delivery schedule, project cost and funding plan, and provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the District Director and the Director of the California Department of Transportation and the Commission's Executive Director.

Commission staff has reviewed the Project Baseline Agreement and determined the project's expected benefits, delivery schedule, project cost and funding plan are consistent with the project the Commission approved at the time of programming.

The Project Baseline Agreement and supporting documents can be viewed at <http://www.catc.ca.gov/programs/sb1/baseline-agreements/index.html>.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.18
Information

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **STATUS OF BASELINE AGREEMENTS FOR THE ACTIVE TRANSPORTATION, LOCAL PARTNERSHIP, SOLUTIONS FOR CONGESTED CORRIDORS, AND TRADE CORRIDOR ENHANCEMENT PROGRAMS**

SUMMARY:

The California Transportation Commission (Commission), at its October 2018 meeting, approved the Benefits Form as an attachment to the Baseline Agreements for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. Additionally, the Commission required the Benefits Form be completed and submitted by December 31, 2018.

BACKGROUND:

In accordance with the SB 1 Accountability and Transparency Guidelines, Baseline Agreements were approved by the Commission for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program projects as identified in Attachment A.

The Benefits Form will document the expected quantifiable benefits and help standardize the reporting of these benefits. Commission staff has received all Benefit Forms for projects listed in Attachment A. The Benefit Forms that have been reviewed by Commission staff and identified as meeting all Baseline Agreement requirements are provided in Attachment B. Commission staff continues to work with partner agencies to finalize the review of the remaining Benefit Forms and will present these at the May 2019 Commission Meeting.

A listing of projects that have not yet met the Baseline Agreement requirements is provided in Attachment C along with a status as to when the Baseline Agreement is expected to be received.

Attachments:

- Attachment A: Projects with approved Baseline Agreements
- Attachment B: Completed Benefit Forms
- Attachment C: Status of projects with outstanding Baseline Agreements

Active Transportation Program			Meeting Benefits Form Presented
County	Route	Project Title	
Riverside		Coachella Valley Link	January 2019
Santa Barbara		Las Positas and Modoc Roads Class I Construction	March 2019

Local Partnership Program - Competitive			Meeting Benefits Form Presented
County	Route	Project Title	
Los Angeles		Vista Canyon Metrolink Station	March 2019
Riverside	15	I-15/Railroad Canyon Road Interchange Project	May 2019
San Bernardino		Ranchero Road Widening Project	January 2019
Sacramento		Capital SouthEast Connector	March 2019
Santa Clara		Mathilda Avenue Improvements at SR 237 and US 101	May 2019
San Diego		Citracado Parkway Transportation Connections Project	January 2019

Multi-Funded: Local Partnership Program/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Contra Costa	680/4	I-680/SR4 Interchange - Widen Route 4 (Phase 3)	January 2019

Multi-Funded: Solutions for Congested Corridors/Local Partnership Program			Meeting Benefits Form Presented
County	Route	Project Title	
San Bernardino		Redlands Passenger Rail Project	May 2019
San Mateo/Santa Clara	101	San Mateo and Santa Clara US 101 Managed Lanes	March 2019

Multi-Funded: Trade Corridor Enhancement/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Los Angeles	10	Rt 10 Corridor Contract 1 (Express Lanes)	May 2019
San Diego/Imperial		California-Mexico Border System Network Improvement Projects	March 2019
Shasta	5	Rt 5 Redding to Anderson Widening, Phase 2	March 2019

Multi-Funded: Solutions for Congested Corridors/Trade Corridor Enhancement/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Santa Barbara	101	Rt 101 Multimodal Corridor	May 2019

Multi-Funded: Solutions for Congested Corridors/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Sacramento	5	I-5 Corridor Enhancement Project/I-5 HOV Lanes - Phase 1	March 2019
Sacramento	50	US 50 Multimodal Corridor Enhancement Project	May 2019
San Diego	5	I-5 North Coast Corridor HOV Extension Phase I	January 2019

Solutions for Congested Corridors			Meeting Benefits Form Presented
County	Route	Project Title	
Los Angeles		Airport Metro Connector (AMC) 96th Street Transit Station Project	January 2019
Sonoma	101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	March 2019

Trade Corridor Enhancement Program			Meeting Benefits Form Presented
County	Route	Project Title	
Alameda		7th Street Grade Separation (East)	January 2019
Alameda		Freight Intelligent Transportation System (FITS)	March 2019
Alameda		Quiet Zone Safety Engineering Measures	January 2019
Kern	58/99	Rt 58 / 99 Bakersfield Freeway Connector	May 2019
Los Angeles	5	Rt 5 Golden State Chokepoint Relief	May 2019
Los Angeles	71	Rt 71 Freeway Conversion	May 2019
Los Angeles	57/60	Rt 57 / 60 Confluence: Chokepoint Relief Program	May 2019
Los Angeles		Southern California Rail Project	March 2019
Los Angeles	91	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	March 2019
Merced	99	Rt 99 Livingston Widening, North Bound	March 2019
Orange	57	Rt 57 / Lambert Road Interchange Improvement	May 2019
Riverside	60	Rt 60 Truck Safety and Efficiency, Phase 1A	March 2019
San Diego		Otay Mesa Truck Route, Phase 4A	March 2019
San Diego		Sorrento to Miramar, Ph2 Intermodal Improvements	May 2019
San Diego		Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements	March 2019
San Joaquin		Fyffe Avenue Grade Separation	March 2019
San Bernardino	395	Route 395 Widening from SR 18 to Chamberlaine Way	May 2019
San Bernardino		Etiwanda Avenue Grade Separation	May 2019
Santa Clara	101/25	Route 101/25 Interchange Improvements Phase I	January 2019
Solana	80/12	Rt 80/680/12 Interchange, Package 2A	January 2019
Stanislaus	132	Rt 132 West Freeway / Expressway Phase 1	January 2019
Ventura		Rice Avenue and Fifth Street Grade Separation	January 2019

**Active Transportation Program
Benefits Form**

Project Information	
Project Title:	Las Positas and Modoc Roads Class I Construction Project
Date:	1/31/2019
Project Identifier (EA, PPNO, etc):	PPNO: 2601; ATPL-5007(065)

Contact Information	
Nominating Agency:	City of Santa Barbara
Agency Completing Form:	City of Santa Barbara
Contact Person: Ashleigh Shue	Phone: 805-897-2507
Contact Person: Ashleigh Shue	Phone: 805-897-2507
Email Address: AShue@SantaBarbaraCA.gov	Email Address: AShue@SantaBarbaraCA.gov

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	200	925	2022
	Pedestrian Counts	Each	40	180	2022

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

To determine current estimated volumes, screen line counts were performed in 2014 that captured bike and pedestrian counts at three locations along the corridor. Generally, cycling volumes are higher and more utilitarian on Modoc Road than on Las Positas Road, and data collectors noted that most cyclists appeared to be confident and experienced, suggesting that less confident cyclists avoid riding in this area. Pedestrian volumes are very low, which reflects the poor conditions for pedestrians along the corridor and the long walks to/from destinations. The numbers above represent total usage along the corridors. The projected counts are based on counts for similar facilities in Santa Barbara. The projected counts will be verified using 24-hour video counts and cordon lines along the pathway after construction.

**Local Partnership Program
Benefits Forms**

Project Information					
Project Title: Capital Southeast Connector Expressway					Date: 12/31/18
Project Identifier (EA, PPNO, etc): 1789 (Segment A2), 1784 (Segment B2), 1785 (Segment D3)					
Contact Information					
Nominating Agency: Capital SouthEast Connector Joint Powers Authority			Agency Completing Form: Capital SouthEast Connector Joint Powers Authority		
Contact Person: Matt Lampa		Phone: (916) 876-9094		Contact Person: Matt Lampa	
Email Address: lampam@saccounty.net				Email Address: lampam@saccounty.net	
LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Build	Year
Throughput	Average Peak Period Vehicle Trips	Each	2,370	7,069	2036
	Average Daily Vehicle Trips (ADT)	Each	10,294	33,700	2036
	Reduction in Daily Vehicle Hours of Delay	Hours	0	107	2036
	Daily Congested VMT per capita	Each	12.24	12.19	2036
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each	4,029	12,018	2036
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each	17,500	57,290	2036
	Passengers per Vehicle Revenue Hour	Hours	N/A	N/A	N/A
	Passengers per Vehicle Revenue Mile	Miles	N/A	N/A	N/A
	Passenger Mile per Train Mile (Intercity Rail)	Miles	N/A	N/A	N/A
	Boardings per capita	Each	N/A	N/A	N/A
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
SACOG's SACSIM Activity-based travel demand model was used to obtain metrics for future year base case conditions (No Build) and future year with the Connector (Projected). No transit metrics were filled out as the project is not transit focused.					
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each	1.8	2.1	2036
	Fatal Collisions per VMT and per capita	Each	1.5	1.6	2036
	Injury Collisions per VMT and per capita	Each	29.3	26.7	2036
	Other (Collisions per Million Vehicle Miles)	Each	2.82	1.55	2036
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The crash predictions were analyzed using the Crash Prediction Module of the Interactive Highway Safety Design Model (IHSDM) 2016 Release Update, v12.1.0					
Accessibility	Percentage of population within 1/2 mile of a rail station or bus route.	Percent	N/A	N/A	N/A
	Average travel time to jobs or school.	Time	N/A	N/A	N/A
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Not a transit project					
Economic Development	Jobs created	Each	0	25,000	2036
	Benefit/Cost Ratio	Ratio		2.2	2036
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Based on the Benefit/Cost Analysis and Economic Analysis performed for the Connector and described in greater detail in the grant					

**Local Partnership Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	532 (No Build)	513 (Build)	-19 (2036 Reduction)
	Reduction in Particulate Matter (PM10)	Tons per year	13,292 (No Build)	13,239 (Build)	-53 (2036 Reduction)
	Reduction in Carbon Dioxide (CO2)	Tons per year	9,389 (No Build)	9,358 (Build)	-31 (2036 Reduction)
	Reduction in Volatile Organic Compounds (VOC) Reactive Organic Gases (ROG)	Tons per year	1,439 (No Build)	1,431 (Build)	-8 (2036 Reduction)
	Reduction in Sulphur Oxides (SOx)	Tons per year	Not Determined	Not Determined	Not Determined
	Reduction in Carbon Monoxide (CO)	Tons per year	35,178 (No Build)	34,927 (Build)	-251 (2036 Reduction)
	Reduction in Nitrogen Oxide (NOx)	Tons per year	6,382 (No Build)	6,328 (Build)	-54 (2036 Reduction)
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
The reductions were calculated by taking the difference between no build conditions and build conditions throughout the region for future year, 2036 conditions. The reported values are based on the forecasted congested areas in the region on a daily basis.					
System Preservation	Pavement lane miles	Miles	N/A	N/A	N/A
	Condition of pavement - percentage	Percent	N/A	N/A	N/A
	Condition of bridge - percentage	Percent	N/A	N/A	N/A
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Reliability	Travel Time Variability (buffer index)	Minutes	2.08	1.83	0.25 Minute Reduction (2036)
	Daily vehicle hours of delay	Hours	895	834	61 Daily Hour Reduction (2036)
	Daily congested highway VMT per capita	Each	12.24	12.19	0.05 VMT Reduction (2036)
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
SACOG's SACSIM Activity-based travel demand model was used to obtain metrics for future year base case conditions (No Build) and future year with the Connector (Projected). Metrics provided for Segments A2, B2, and D3.					
Mobility	Passenger Hours of Delay / Year	Hours	N/A	N/A	N/A
	Average Peak Period Travel Time	Minutes	17.7	15.9	1.8 Minute Reduction (2036)
	Average Non-Peak Period Travel Time	Minutes	17.2	15.1	2.1 Minute Reduction (2036)
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
SACOG's SACSIM Activity-based travel demand model was used to obtain metrics for future year base case conditions (No Build) and future year with the Connector (Projected). Metrics provided for Segments A2, B2, and D3.					

**Local Partnership Program
Benefits Forms**

Project Information	
Project Title: Vista Canyon Metrolink Station Multi-Modal Center	Date: 12/20/2018
Project Identifier (EA, PPNO, etc): EA: R396G PPNO: 5503	

Contact Information	
Nominating Agency: City of Santa Clarita	Agency Completing Form: City of Santa Clarita
Contact Person: Evelyn Glasgow Phone: (661) 284-1422	Contact Person: Evelyn Glasgow Phone: (661) 284-1422
Email Address: eglasgow@santa-clarita.com	Email Address: eglasgow@santa-clarita.com

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Throughput	Average Peak Period Vehicle Trips	Time			
	Average Daily Vehicle Trips (ADT)	Each			
	Reduction in Daily Vehicle Hours of Delay	Hours		5.6 million	2039
	Daily VMT per capita	Each			
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Passengers per Vehicle Revenue Hour	Hours			
	Passengers per Vehicle Revenue Mile	Miles			
	Passenger Mile per Train Mile (Intercity Rail)	Miles			
	Boardings per capita	Each			
	Other	Miles			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	VMT reduction -residential component (average of 58 VMT per day versus 71 VMT per day without Transit or commercial) Net savings due to Vista Canyon Metrolink savings of 13 VMT per day multiplied by 1,100 total residential units then multiplied by 365/year.				
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each			
	Fatal Collisions per VMT and per capita	Each			
	Injury Collisions per VMT and per capita	Each			
	Other- accident costs	Each		16.6 million	2030
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Accessibility	Total Santa Clarita Daily VMT = 6394930 x 365 days/year = 968,345,000.				
	Percentage of population within 1/2 mile of a rail station or bus route.	Percent			
	Average travel time to jobs or school.	Time			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Economic Development	Jobs created	Each			
	Benefit/Cost Ratio	Ratio		4:01	2039
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	Total benefit 20-year benefits divided by total 20-year costs				

**Local Partnership Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year		87080	2039
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxide (NOx)	Tons per year			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	One large car produces 358 g or 0.35 kg of CO2 emissions for every vehicle mile. 0.35kg was multiplied by the total reduced VMT (B) then converted to metric tons (0.35 *B)*.001 1kg is equal to .001 metric tons				
System Preservation	Pavement lane miles	Miles			
	Condition of pavement - percentage	Percent			
	Condition of bridge - percentage	Percent			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Reliability	Travel Time Variability (buffer index)	Time			
	Daily vehicle hours of delay per capita	Hours			
	Daily congested highway VMT per capita	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Mobility	Passenger Hours of Delay / Year	Hours			
	Average Peak Period Travel Time	Time			
	Average Non-Peak Period Travel Time	Time			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information	
Project Title: SM101 Managed Lane Project	Date: 1/3/2019
Project Identifier (EA, PPNO, etc): EA: 04-1J560, PPNO: 0658D	

Contact Information	
Nominating Agency: Caltrans	Agency Completing Form: Caltrans
Contact Person: Nidal Tuqan Phone: (510) 286-5542	Contact Person: Nidal Tuqan Phone: (510) 286-5542
Email Address: Nidal.Tuqan@dot.ca.gov	Email Address: Nidal.Tuqan@dot.ca.gov

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode AM (SOV/HOV/Trucks)	Each	183,526/99,361/10,520	176,074/122,337/9,146	2040
	Person throughput by mode PM (SOV/HOV/Trucks)	Each	205,821/88,389/11,235	202,149/129,249/8,942	2040
	Mode choices	Each	n/a	n/a	n/a
	Dedicated rights of way for bike and transit	Each	n/a	n/a	n/a
	Vehicle miles traveled	Miles	5,351,212,704	6,840,406,521	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	59,087	6,556	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Person throughput by mode is for the San Mateo 101 Managed Lanmes segment only and is for both peak periods (6-10 AM and 3-7 PM, respectively). It was calculated by combining both directions of travel. In addition, the Silicon Valley Express Lanes Program Phase 3 segment (measured at Rengstorff Avenue on-ramp – San Antonio Road off-ramp in NB and at Rengstorff Avenue on-ramp – Middlefield Road on-ramp in SB) handles 13,611 and 6,396 person trips in GP lanes and HOV lanes respectively during AM peak hour (7-8 AM) and 12,573 and 5,871 in GP lanes and HOV lanes during PM peak hour (5-6 PM) under the current conditions. These numbers are expected to become 13,183 in GP lanes and 9,490 in HOV/Express lanes during AM peak hour and 10,365 in GP lanes and 7,978 in HOV/Express lanes under the 2035 Build Conditions. The project will not provide dedicated bike lanes or transit lanes. However, it will provide over 60 lane-miles of continuous express lanes on US 101 between SR 237 and I-380, which will support HOV travel and the implementation of a regional express bus system on US 101. The current Daily Vehicle Hours of Delay is 59,087. There is no current reduction since the project has not yet been built. The reported 6,556 hours of reduction in VHT for projected year 2040 is the combined reduction of both directions and both peak periods for the San Meteo 101 Managed Lanes segment alone. In addition, Silicon Valley Express Lanes Program, when fully implemented on US 101 between the US 101/Tennant Avenue Interchange in Morgan Hill and the San Mateo County line just north of the Embarcadero Road interchange in Palo Alto, is expected to reduce daily VHT by another 13,546 hours.					
Safety	Reduction in vehicle-involved incidents	Each	n/a	n/a	n/a
	Reduction in train-involved incidents	Each	n/a	n/a	n/a
	Other: Total number of accidents	Each	7,815	See explanation	See explanation
	Other: Total number of fatal accidents	Each	36	See explanation	See explanation
	Other: Actual accident Rate per million vehicle miles	Each/million VMT	0.35-0.9	See explanation	See explanation
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The total number of accidents, fatal accidents and accident rate under current conditions are from Caltrans TASAS. There is no traffic safety tool or quantitative method available to project future quantity of incidents/accidents, accident rate, or incident/accident reductions. This project does not have a rail component or grade separation component. However, the project involve reconstruction of SB and NB US 101 off-ramps and on-ramp to improve divergence angle, stopping sign distance, deceleration length, curve radius, superelevation, design speed, and ADA compliance for crosswalk. The Project also involve sign replacement to improve conspicuity, pavement markings enhancement, placement of continuous lighting, median barriers and glare screen barriers installation and an increase in California Highway Patrol (CHP) observation areas. These measures will help enhance public safety and security within the Corridor.					
Accessibility	Enhancements to the reliability of the system	Each	0	1	2022
	First/last mile improvements	Each	n/a	n/a	n/a
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The Project would extend managed lanes into areas where they do not currently exist, providing the opportunity for a regional 101 Express Bus Service and offering carpool and transit users significant travel time savings and a more reliable trip. The San Mateo US 101 Managed Lanes segment is expected to increase HOV throughput by 35 to 58 percent during peak periods, while the Silicon Valley Express Lanes Phase 3 segment is expected to increase HOV throughput by 36 to 78 percent during peak hours. Introducing the express lanes would also give single occupancy vehicle users a new travel option by paying a toll. Overall, the Project is expected to improve the reliability of both general purpose lanes and existing HOV lanes on US 101. This portion of US 101 is especially important as it connects major employment and residential areas beginning in San Francisco and extending south along the Peninsula and into Silicon Valley. Implementing the Project would help reduce the congestion in the Corridor. As a result, job accessibility is expected to be improved, as people would be able to get to their destinations quicker and/or get to new destinations that are currently not accessible due to congestion.					

**Solutions for Congested Corridors Program
Benefits Forms**

Economic Development	Jobs created	Each	See explanation	See explanation	See explanation
	Improvements to freight throughput	Each	See explanation	See explanation	See explanation
	Benefit/Cost Ratio	Ratio		2.06	20 years (2020-2040)
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
While no quantitative data is available other than the benefit/cost ratio from the Cal-B/C analysis, the Project is expected to improve economic vitality by reducing delays and improving commute times along the Corridor. The Corridor is home to the largest biotechnology cluster in the world, financial services, and the headquarters of technology companies such as Google, LinkedIn, Facebook, Adobe, Oracle and Genentech, to name just a few. The Corridor also includes major global educational and research institutions, such as Stanford University and San Jose State University. San Francisco International Airport and two general aviation airports with substantial commercial traffic (San Carlos and Palo Alto) are also located adjacent to the Corridor. Unfortunately, the Corridor has some of California's worst traffic congestion, and it is estimated that congestion along this corridor causes \$5.4 billion in lost economic productivity every year. The Project will improve travel times and reliability, which will make more jobs become accessible within thirty minutes by auto or within 45 minutes by transit in congested conditions, helping meet the 20 percent increase regional target established in the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The Project will also contribute to the RTP target of a 20 percent reduction in per-capita delay on the regional freight network by reducing delays on US 101, an interregional freight corridor designated in MTC's 2016 Bay Area Goods Movement Plan.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	See explanation	5	2040
	Reduction in Particulate Matter (PM10)	Tons per year	See explanation	6	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	4,160,000	740,127	2040
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	See explanation	159	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	See explanation	8	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	See explanation	1,611	2040
	Reduction in Nitrogen Oxide (NOx)	Tons per year	See explanation	204	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
The projected data represent annual emission reductions in 2040 compared to year 2020, based on the Cal-B/C analysis. The Cal-B/C analysis didn't provide baseline emission levels in 2020, but only calculated the differences between 2020 and 2040 levels. Reductions were calculated for each travel speed bin at 5-mph increments, for northbound and southbound, respectively. The results were then aggregated to obtain total reductions in year 2040. This project is part of a conforming Regional Transportation Plan (RTP), and the emissions of six Criteria Air Pollutants (PM2.5, PM 10, SO2, CO, NO2, and O3) were not required to be measured and quantified. Air conformity analysis had been done under NEPA, and the Air Quality Conformity Task Force has determined that this is not a Project of Air Quality Concern. Carbon Dioxide CO2 emissions are the primary GHG of concern, and the current level of 4,160,000 tons per year is based on existing 2015 data per Final EIR/EA. There is no current reduction since there is no change from existing condition to the project that has not yet been built.					
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation				
	The Project is located within a densely populated and well developed urban area and would not involve unused rural land. Both segments of the Project are listed in Plan Bay Area (PBA) 2040 and are consistent with the RTP/SCS goal of providing a regional network of express lanes. US 101 also runs parallel to El Camino Real which is a designated Priority Development Area (PDA) in PBA 2040. PDAs are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically more accessible to transit, jobs, shopping and other services. The Project would not conflict with regional growth plans. Extending the managed lanes and converting existing HOV lanes to express lanes would provide carpool and transit users significant travel time savings and improved travel time reliability, support the implementation of a regional express bus system and encourage mode shift from single occupancy vehicles. This, in return, would help support a more efficient land use pattern along the Corridor and help reduce greenhouse gas emissions. In addition, the Project is consistent with the recommended strategies in Caltrans Smart Mobility Framework (SMF). The SMF is a transportation planning guide that includes place types to further integrate Smart Growth concepts into transportation and land use development. Most of the areas surrounding the Project can be designated as either Close-in Compact Communities or Suburban Communities. Recommended transportation strategies for these place types include "addition of HOV systems on freeways that provide access to urban centers" and "investments that improve the operational efficiency of existing arterial and freeway corridors."				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information					
Project Title: Silicon Valley Express Lanes Program - Phase 3				Date: 12/7/2018	
Project Identifier (EA, PPNO, etc): EA 1K551; PPNO 2015E					

Contact Information					
Nominating Agency: Caltrans, Bay Area Toll Authority			Agency Completing Form: Santa Clara Valley Transportation Authority		
Contact Person:		Phone:	Contact Person: Gene Gonzalo		Phone: 408-952-4236
Email Address:			Email Address: gene.gonzalo@vta.org		

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each	No Information		
	Mode choices	Each			
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours	0	24,840,745	2041
	Other - Express Lane miles constructed	Lane-Miles	0	19.3	2021
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Please note that this Project was part of a combined project with San Mateo County Transportation Authority (SMCTA), and the Benefit/Cost Analysis was performed for the combined project as part of the SB1 application using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C). However, a separate Benefit/Cost Analysis was completed in December 2017 for VTA's Phase 3 Project using an older version of the Cal-B/C. The results from the separate Cal-B/C are shown on this form.</p> <p>The Project, when completed, will provide over 19 lane-miles of express lanes on US 101 between SR 237 and the Santa Clara/San Mateo County line. The addition of express lanes in San Clara County will give carpoolers and express bus users the benefits of extended HOV hours that would provide improved and more reliable travel times, while the implementation of express lanes offer Single Occupancy Vehicle (SOV) users the option to use the available capacity in the HOV lanes by paying a toll. Running parallel to the Caltrain commuter rail, US 101 is located centrally along a concentrated network of bicycle and pedestrian facilities, and is within close proximity to a number of Caltrain stations. The access to and from these locations from the project facilitates multi-modal travel in the Corridor.</p> <p>This project, by relieving congestion, will result in a reduction of more than approximately 1,240,000 vehicle hours of travel saved per year, with a total of more than \$237 million of time savings over the 20 years after beginning of project operation.</p>				
Safety	Reduction in vehicle-involved incidents	Each	No Information		
	Reduction in train-involved incidents	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The number of property, injury and fatal collisions are expected to decrease as a result of reduced congestion after the Project is implemented. The Project will also involve sign replacement to improve conspicuity, pavement markings enhancement, placement of lighting, median barriers and glare screen barrier installation with an increase in California Highway Patrol (CHP) observation areas. These measures will help enhance public safety and security within the Corridor.</p>				
Accessibility	Enhancements to the reliability of the system	Each	No Information		
	First/last mile improvements	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The Project is expected to increase HOV-throughput by 36 to 78 percent during peak hours. The express lanes would also give SOV users a new travel option by paying a toll. Overall, the Project is expected to improve the reliability of both general purpose lanes and existing HOV lanes on US 101. This portion of US 101 is especially important as it connects major employment and residential areas in the Silicon Valley. Implementing the Project would help reduce the congestion in the Corridor. As a result, job accessibility is expected to be improved, as people would be able to get to their destinations quicker and/or get to new destinations that are currently not accessible due to congestion.</p>				
Economic Development	Jobs created	Each	No Information		
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		4.5	2026
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The Silicon Valley is one of a few critically effective areas that enhance the competitiveness of the United States in the global market. The Silicon Valley continues to lead the world in developing new technology, continues to be the epicenter of today's internet, social media and other digital industries, and remains at the forefront of modern economy and commerce.</p> <p>US-101 and SR-85 are critical links between the high-tech corporations and the specialty manufacturing sectors of the Silicon Valley to the financial district of San</p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Francisco. This project would maximize the capacity and effectiveness of the existing freeway infrastructure to support the continued growth and economic vitality of the Silicon Valley, the San Francisco Bay Area, and the position of the US in the global economy. Increasing efficiency of goods delivery and people to jobs, this project reduces barriers separating workers from employment centers and connects peripheral regions to urban centers and job opportunities.

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year	0	1352	2021
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxide (NOx)	Tons per year			
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>As stated above, the Cal-B/C model used for the separate Phase 3 Project was an older version of the software, and it gave results for the reduction of carbon dioxide (CO2) only.</p> <p>As the Project would increase vehicle speeds during the peak period, future carbon dioxide (CO2) emissions would be lower than with the No Build Alternative. Slight increases in greenhouse gas emissions during construction would be offset by reduced emissions during operation.</p> <p>The Project would not increase concentrations of criteria pollutants that would result in air quality standard exceedance. The Project would not exceed standards for CO or particulate matter less than 2.5 micrograms in diameter (PM 2.5). Minor increases in MSAT would be offset by emissions improvements from national control programs. The daily average emissions during construction would be below the Bay Area Air Quality Management District's (BAAQMD) recommended thresholds for total organic gas, NOx, and exhaust PM 10 and PM 2.5.</p>				
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 				
	<p>The Project is located within a densely populated and well developed urban area and would not involve unused rural land. The Project is listed in PBA 2040 and is consistent with the RTP goal of providing a regional network of express lanes. US 101 also runs parallel to El Camino Real which is a designated Priority Development Area (PDA) in PBA 2040. PDAs are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically more accessible to transit, jobs, shopping and other services. The Project would not conflict with regional growth plans. Converting existing HOV lanes to express lanes would provide carpool and transit users significant travel time savings and improved travel time reliability, support the implementation of a regional express bus system and encourage mode shift from SOV. This, in return, would help support a more efficient land use pattern along the Corridor.</p> <p>In addition, the Project is consistent with the recommended strategies in Caltrans Smart Mobility Framework (SMF, 2010). The SMF is a transportation planning guide that includes place types to further integrate Smart Growth concepts into transportation and land use development. Most of the areas surrounding the Project can be designated as either Close-in Compact Communities or Suburban Communities. Recommended transportation strategies for these place types include "addition of HOV systems on freeways that provide access to urban centers" and "investments that improve the operational efficiency of existing arterial and freeway corridors."</p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information					
Project Title:	SON-101-PM 4/7.3 Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure				
Project Identifier (EA, PPNO, etc):	2640F	0360Q	0400020132		
Contact Information					
Nominating Agency: CALTRANS, Sonoma County Transportation Authority (SCTA)			Agency Completing Form: CALTRANS		
Contact Person:	Betsy Joseph	Phone: 510-286-5097	Contact Person:	Betsy Joseph	Phone: 510-286-5097
Email Address:	betsy.joseph@dot.ca.gov		Email Address:	betsy.joseph@dot.ca.gov	
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current (2017)	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each	6,203 SB AM Peak 6,929 NB PM Peak	6,477 SB AM Peak 7,025 NB PM Peak	2030
	Mode choices	Each	1	1	2030
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled	Miles	114,372 SB AM Peak 134,432 NB PM Peak	119,412 SB AM Peak 136,288 NB PM Peak	2030
	Reduction in Daily Vehicle Hours of Delay	Hours	N/A	403 SB AM Peak 589 NB PM Peak	2030
	Other (HOV lane-miles)	Miles	0	6.6	2022
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. The proposed 6.6 miles of widening for HOV lanes will complete the remaining portion of the US 101 HOV lanes network in Sonoma County, while improving right-of-way for shared passenger and freight rail. The HOV lanes will significantly reduce travel time, thereby improving access to the region's major employers and other commercial or institutional destinations. The project also proposes new auxiliary lanes on NB US 101 between SR 116/Lakeville Highway and East Washington Street Interchange, reconstruction of auxiliary lanes on SB US 101 between East Washington Street Interchange and SR 116/Lakeville Highway Interchange, installation of ramp metering, Extinguishable Message Signs, Changeable Message Signs, Closed Circuit Television and traffic-monitoring stations.				
Safety	Reduction in vehicle-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other (Safety Enhancement)				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. There are safety enhancements in this project such as reconstruction of on- and off-ramps to address current deficiencies such as sight distances and substandard curves, improve diverge angles, deceleration length, superelevation, and design speed, and ADA compliance.				
Accessibility	Enhancements to the reliability of the system	Each			
	First/last mile improvements	Each			
	Other (Community Accessibility)				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. The MSN C2 Project will improve accessibility for people who travel the Corridor. The addition of HOV lanes reduces operation delays for regional bus services including Golden Gate Transit, Sonoma County Transit, and Petaluma Transit, and improves access to SMART rail stations. This project will also construct Rainer Avenue Undercrossing Structure to assist the movement of bicyclist and pedestrians.				
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		1.39	2030
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. The MSN C2 Project supports economic development and job creation and retention by reducing delays and assisting commuter travel and freight movement. The addition of HOV lanes and auxiliary lanes, along with operations improvements, will help address modal conflict between truck and commuter traffic by enhancing corridor capacity and improving access to the farms and wineries, thereby benefiting local, regional, and State economy.					
Air Quality and Greenhouse Gas	Reduction in Particulate Matter (PM2.5)	Tons per year	N/A	1	2041
	Reduction in Particulate Matter (PM10)	Tons per year	N/A	1	2041
	Reduction in Carbon Dioxide (CO2)	Tons per year	N/A	71,118	2041
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	N/A	16	2041
	Reduction in Sulphur Oxides (SOx)	Tons per year	N/A	1	2041
	Reduction in Carbon Monoxide (CO)	Tons per year	N/A	180	2041
	Reduction in Nitrogen Oxide (NOx)	Tons per year	N/A	25	2041

Solutions for Congested Corridors Program
Benefits Forms

Greenhouse Gas Reductions	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>The MSN C2 Project reduces greenhouse gas emissions and criteria pollutants since it helps reduce travel demand by encouraging carpooling and transit using. The proposed project involves an overall reduction in all Green House Gas (GHG) including CO, CO₂, NO_x, PM₁₀, PM_{2.5}, SO_x, and VOC.</p>
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none">Supports mixed-use development with multimodal choicesSupports in-fill developmentSupports interconnected streets and corridor access management policiesAddresses climate adaptation <p>This project supports local land use since it is immediately adjacent to a transit-oriented development area that includes Central Petaluma's transit hub, several Park-and-Ride lots, and a locally-planned transit priority signal system. The project provides access to the planned Petaluma Priority Development Area (PDA). PDAs are places identified in the Bay Area's Regional Transportation Plan as areas for investment, new homes and job growth. Construction of the HOV lanes supports the City of Petaluma and countywide objectives to expand transit opportunities for residents, as part of an overall strategy to promote efficient land use.</p>

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information	
Project Title: I-5 Corridor Enhancement Project / Franklin Boulevard Cycle Track Phase 1	12/31/2018
Project Identifier (EA, PPNO, etc): Project ID: 0318000324, PPNO 1783	

Contact Information	
Nominating Agency: City of Elk Grove	Agency Completing Form: City of Elk Grove
Contact Person: John Griffin, Phone: (916) 627-3341	Contact Person: Kevin Bewsey, Phone: (916) 627-3341
Email Address: jgriffin@elkgrovecity.org	Email Address: jgriffin@elkgrovecity.org

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each			
	Mode choices	Each			
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. Not applicable				
Safety	Reduction in vehicle-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. Not applicable				
Accessibility	Enhancements to the reliability of the system	Each			
	First/last mile improvements	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. Not applicable				
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. Not applicable				

**Solutions for Congested Corridors Program
Benefits Forms**

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		-1 lb/year	2033
	Reduction in Particulate Matter (PM10)	Tons per year		not reported	
	Reduction in Carbon Dioxide (CO2)	Tons per year		not reported	
	Reduction in Volatile Organize Compounds (VOC)	Tons per year		-10 lb/year	2033
	Reduction in Sulphur Oxides (SOx)	Tons per year		not reported	
	Reduction in Carbon Monoxide (CO)	Tons per year		not reported	
	Reduction in Nitrogen Oxide (NOx)	Tons per year		-4 lb/year	2033
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Efficient Land Use	The ARB data tool for calculating benefits of MV and CMAQ projects was used to estimate the changes in AQ and GGR. Value for ROG reduction entered in VOC row. Based on \$200,000 for construction funding (CON and CE), the cost benefit ratio is \$1,124 per lb or \$2,248,000 per ton of pollutants reduced.				
	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation <p>Not applicable</p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information					
Project Title: I-5 Corridor Enhancement Project/I-5 HOV Lanes- Phase 1					Date: 12/07/2018
Project Identifier (EA, PPNO, etc.): 03-3C001, 5835					
Contact Information					
Nominating Agency: Caltrans			Agency Completing Form: Caltrans		
Contact Person: Jess Avila		Phone: (530) 741-4533		Contact Person: Jess Avila Phone: (530) 741-4533	
Email Address: jess.avila@dot.ca.gov			Email Address: jess.avila@dot.ca.gov		
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode (AM Peak Period/PM Peak Period)	Each	61948/ 73967	85526/ 90011	2042
	Mode choices	Each			
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled (AM Peak Period/PM Peak Period)	Miles	303200/ 409400	484980/ 474264	2042
	Reduction in Daily Vehicle Hours of Delay (AM Peak Period/PM Peak Period)	Hours		1061/ 3925	2042
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>SACMET travel demand forecasting model was used to develop the base year travel demand model and VISSIM microsimulation software is used to develop the traffic operation models. (Fehr & Peers, 2009 I-5 Bus/ Carpool Lanes Project Travel Demand Forecast Report and Traffic Report). AM Peak Period is from 6:00 a.m. to 10:00 a.m. and PM Peak Period is from 3:00 p.m. to 7:00 p.m.</p>				
Safety	Reduction in vehicle-involved incidents	Each	570		
	Reduction in train-involved incidents	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Safety will be improved by installing advanced ITS infrastructure for improved traffic management. Collision patterns on high ADT freeways tend to be congestion related. Upon studying numerous similar locations, no available countermeasures specifically related to reduction of congestion related collisions have been determined. This is true for the I-5 corridor.</p> <p>As no countermeasures are available, a collision reduction factor cannot be applied for the proposed work for the project. These collision reduction factors are applied only for upgrading the facility specifically to reduce collisions (shoulder widening, turn pockets, installing a median barrier where none was in place before, etc.)</p>				
Accessibility	Enhancements to the reliability of the system	Each		+38%/ +47%	2042
	First/last mile improvements	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Adding HOV lanes to the project corridor will provide opportunities for additional transit services, such as e-Tran, vanpools and carpools to use I-5 therefore increasing accessibility for multimodal choices which connect the community to jobs, downtown destinations, and suburban residential areas, particularly for those individuals who have below average incomes. The bikeway on Franklin Blvd will provide improved connections to the Cosumnes River Light Rail Station.</p>				
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		1.7	2042
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>BCA is one of the most widely accepted methods for calculating and comparing the benefits and costs of infrastructure projects. Projects are cost-effective when total estimated benefits exceed the total cost of the project. Benefits calculated for the I-5 analysis include savings from travel time, accidents cost, Person-hours of time. These benefits were compared with the cost of right-of-way and construction to calculate the benefit-to-cost ratio. The BCA considers the opening year for the project is 2022 with a horizon year of 2042 used to estimate the projects impacts before and after project construction. Economic development as well as job creation and retention will benefit more efficient access for high occupancy vehicles to new and existing job centers such as Downtown Sacramento and the new Delta Shores commercial center</p>				
	Reduction in Particulate Matter (PM2.5)	Tons per year	16	17	2042
	Reduction in Particulate Matter (PM10)	Tons per year	34	35	2042

**Solutions for Congested Corridors Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Carbon Dioxide (CO ₂)	Tons per year	255,730	364,502	2042	
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	57	69	2042	
	Reduction in Sulphur Oxides (SO _x)	Tons per year	3	4	2042	
	Reduction in Carbon Monoxide (CO)	Tons per year	750	712	2042	
	Reduction in Nitrogen Oxide (NO _x)	Tons per year	342	347	2042	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
<p>The project level transportation conformity requirements of 40 CFR Part 93 have been met. This project is included in the SACOG's current MTP/SCS and MTIP, as amended. The design concept and scope of the alternative have not changed significantly from those assumed in the regional analysis. As required by 40 CFR 93.116 and 93.123, the localized PM analysis demonstrates that the project will not create any new violations of the standards or increase the severity or number of existing violations. The outcome values are an addition/subtraction of the current emissions and the 20 year build cumulative emissions. Please refer to the B/C output sheet for the 20 yr cumulative emissions. Current level of greenhouse gas emission is shown in the table above.</p>						
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 					
	<p>Increasing the carrying capacity of the highway without increasing its footprint supports transportation-efficient land use principles as identified in the SACOG MTP Sustainable Community Plan. This project will not induce growth or sprawl, but will rather modify existing facilities to accommodate regional growth expectations without significantly decreasing the highway's level of service during peak periods. Benefits from the project would help in building a sustainable system by improving conditions of the existing roadways, supporting the maintenance and expansion of bus transit systems in the region, and increasing the occupancy in vehicles generally. These are primary objectives outlined in the SACOG MTP/SCS. Achieving these objectives will make it possible for people to have more choices to determine how they get around and live independently in their daily lives. This is critical to individuals who do not have a reliable transportation option and depend on transit or multi-modal transportation.</p>					

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: 1-Southbound State Route 125 to Westbound State Route 905 Connector	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	28883

Contact Information	
Nominating Agency: Caltrans District 11	Agency Comp: Caltrans District 11
Contact Person: Jacqueline Appleton- Phone: 619-491-3080	Contact Person: Jacqueline Appleton Phone: 619-491-3080
Email Address: jacqueline.appleton-deane@dot.ca.gov	Email Address: jacqueline.appleton-deane@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	N/A		
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Velocity	Change in a average weekday speed - roadway	MPH	5 MPH	50 MPH	2040
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A		
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other	See Below	See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<p>BENEFIT: The freeway to freeway connector ramp improves throughput by adding capacity and operational improvements. The team assumed that traffic volumes would remain constant, and since the project will be taking vehicles out of congested local streets, this will inherently improve LOS on these associated local streets.</p> <p>EXPLANATION: The team used CalBC as the analysis tool, which does not calculate LOS.</p>					

Trade Corridor Enhancement Program

Benefits Form

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>BENEFIT: By taking traffic off of local streets and reducing congestion, the project will inherently provide a more reliable travel connection.</p> <p>EXPLANATION: The team used CalBC as the analysis tool which does not calculate reliability for this type of project.</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	236	619	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<p>EXPLANATION: The calculation above assumes a 1.25 vehicle occupancy rate. Data is from Attachment 6 (CalBC Travel Time Worksheet, Summary of Travel Time Benefits Table, Total Per Hrs of Time Saved) in the application.</p>					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.01	0.008	2040
	Reduction in Particulate Matter (PM10)	Tons per year	0.01	0.009	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	504	918	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.214	0.214	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.005	0.009	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	1	2	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0.406	2.135	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	<p>EXPLANATION: Data is from Attachment 6 (CalBC Emissions Worksheet, Summary of Emission Reduction Benefits Table, Tons Emissions Saved) in the application.</p>				
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		4.1	2040
	Other	See Below	See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: 2-Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility, Segment 11	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	05637

Contact Information	
Nominating Agency: Caltrans District 11	Agency Comp: Caltrans District 11
Contact Person: Jacqueline Appleton- Phone: 619-491-3080	Contact Person: Jacqueline Appleton Phone: 619-491-3080
Email Address: jacqueline.appleton-deane@dot.ca.gov	Email Address: jacqueline.appleton-deane@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>BENEFIT (please note that the Project means the completed, opening-day POE scenario): The Project will improve safety by reducing congestion and providing advanced traveler information, and by serving as a less congested border traffic relief valve. The project will increase safety for CHP personnel with the addition of the new POE/CVEF and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections. In addition, the project will enhance pedestrian safety within the POE facility.</p> <p>EXPLANATION: The team used CalBC as the analysis tool, which does not take into account this type of project (non-traditional capacity increasing project [POE]). Since this is a new facility, there is no history of incidents.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	0 MPH	35 MPH	2040
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	EXPLANATION: Data is from Attachment 6 (CalBC Project Information Worksheet, Table 1B) in the application. This data is only for the Siempre Viva Intersection portion of this project and does not include the CVEF site preparation.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other	See Below	See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<p>BENEFIT: The new Siempre Viva intersection and CVEF improves throughput by adding capacity and operational improvements. The team assumed that traffic volumes would remain constant, and since the project will be shifting vehicles from congested local streets and the other nearby POEs to the new POE, this will inherently improve LOS on these associated local streets/POEs.</p> <p>EXPLANATION: The team used CalBC as the analysis tool, which does not calculate LOS.</p>					

Trade Corridor Enhancement Program

Benefits Form

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<div> <div> BENEFIT: The Otay Mesa East POE assumes a 20 minute wait time and will be controlled by intelligent transportation systems and toll pricing strategy. A new interchange coupled with an advanced traveler information system will improve travel time reliability. </div> <div> EXPLANATION: Traffic and Revenue study for Otay Mesa East POE to be completed in Spring 2019. </div> </div>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Minutes	212	660	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <div> EXPLANATION: The calculation above assumes a 1.25 vehicle occupancy rate. Data is from Attachment 6 (CalBC Travel Time Worksheet, Summary of Travel Time Benefits Table, Total Per Hrs of Time Saved) in the application. The above measurement is for the Siempre Viva Intersection, not the CVEF. </div>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.009	0.009	2040
	Reduction in Particulate Matter (PM10)	Tons per year	0.009	0.010	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	444.707	958.248	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.193	0.226	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.004	0.009	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	1.219	1.659	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0.339	2.280	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. <div> EXPLANATION: Data is from Attachment 6 (CalBC Emissions Worksheet, Summary of Emission Reduction Benefits Table, Tons Emissions Saved) in the application. </div>				
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		1	2040
	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: 3-Otay Mesa East Port of Entry (OME/POE), Segment 3A	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	05639

Contact Information	
Nominating Agency: Caltrans District 11	Agency Contact: Caltrans District 11
Contact Person: Jacqueline Appleton- Phone: 619-491-3080	Contact Person: Jacqueline Appleton Phone: 619-491-3080
Email Address: jacqueline.appleton-deane@dot.ca.gov	Email Address: jacqueline.appleton-deane@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	N/A		
	Other	See Below	See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>BENEFIT (please note that the Project means the completed, opening-day POE scenario): The Project will improve safety by reducing congestion and providing advanced traveler information, and by serving as a less congested border traffic relief valve. Increased safety for DHS personnel with the addition of the new POE and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.</p> </div> <div style="width: 48%;"> <p>EXPLANATION: The team used CalBC as the analysis tool, which does not take into account this type of project (non-traditional capacity increasing project [POE]). Since this is a new facility, there is no history of incidents.</p> </div> </div>				
Velocity	Change in a average weekday speed - roadway	MPH	12 MPH	19 MPH	2040
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <p>EXPLANATION: Velocity data for State Route 11 Otay Mesa East/Port of Entry Project Baseline Agreement. Assumes all segments of the parent project are complete.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of trucks	Each	730	950	2040
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other		See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>BENEFIT: The POE improves throughput by adding capacity and operational improvements. The team assumed that traffic volumes would remain constant, and since the project will be shifting vehicles from congested local streets and the other nearby POEs to the new POE, this will inherently improve LOS on these associated local streets/POEs</p> </div> <div style="width: 48%;"> <p>EXPLANATION: Data is from Attachment 6 (BCA Worksheet, No Build/Build, Trucks per day OME POE column) in the application. Changed the description from Number of 5+ axle trucks to number of trucks to reflect the application.</p> </div> </div>					
	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			

Trade Corridor Enhancement Program

Benefits Form

Reliability	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	BENEFIT: The Project assumes a 20 minute wait time and will be controlled by intelligent transportation systems and toll pricing strategy. EXPLANATION: Traffic and Revenue study to be completed in Spring 2019.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	15682	20423	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
EXPLANATION: This assumes a border system-wide time savings (across the POEs in San Diego County). Data is from Attachment 6 (BCA Worksheet, Travel Time Saved (Annual Hours), Total Annual Hours Saved Column) in the application.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		1	2040
	Reduction in Particulate Matter (PM10)	Tons per year		1	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year		89839	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		33	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	2040
	Reduction in Carbon Monoxide (CO)	Tons per year		193	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year		135	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
EXPLANATION: Data is from the Application Narrative (Summary Table on Page 17). These calculations were done for the entire project, not specifically for OME POE.					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		4.9	2040
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.					

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: 4-Intelligent Transportation System Technology (Advanced Technology Corridors at Border Ports of Entry)	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	42750

Contact Information	
Nominating Agency: Caltrans District 11	Agency Com: Caltrans District 11
Contact Person: Jacqueline Appleton- Phone: 619-491-3080	Contact Person: Jacqueline Appleton-Deane Phone: 619-491-3080
Email Address: jacqueline.appleton-deane@dot.ca.gov	Email Address: jacqueline.appleton-deane@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	N/A		
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	BENEFIT: The Project will install the underlying infrastructure for an advanced traveler information system that will display southbound border wait times at all POEs along the CA/MX border. The system will broadcast safety updates to travelers and will serve as an incident management system, displaying notifications such as POE closures or long wait times and assisting travelers with routing decisions.		EXPLANATION: The team used CalBC as the analysis tool, which does not take into account this type of safety improvement.		
Velocity	Change in a average weekday speed - roadway	MPH	N/A		
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	BENEFIT: The Project will display real-time southbound border wait times (in minutes) for each CA/MX POE, which will help travelers in route planning and overall traffic management for the border region. The team assumed that average highway speeds would remain constant, and that delay would decrease since the advanced traveler information system would provide route planning information and travelers would be rerouted around congestion. Peak travel periods would therefore smooth out since travelers may avoid these traditional peak periods.		EXPLANATION: The team used CalBC as the analysis tool. Certain assumptions are made that are defaults for ITS projects in the tool - speeds are not decreased but instead travelers are rerouted around incidents.		
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A		
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other	See Below	See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	BENEFIT: The Project will display real-time southbound border wait times (in minutes) for each CA/MX POE, which will help travelers in route planning and overall traffic management for the border region. The team assumed that average highway speeds would remain constant, and that delay would decrease since the advanced traveler information system would provide route planning information and travelers would be rerouted around congestion. This would inherently improve throughput for the region. Peak travel periods would therefore smooth out since travelers may avoid these traditional peak periods.		EXPLANATION: The team used CalBC as the analysis tool, which assumes the same throughput for no-build and build. The project improves throughput by adding operational improvements in the form of ITS components all along the border.		
	Reduction in variability in travel time, typical origin/destination pairs	Minutes			

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Person Minutes Saved During Peak Hour	Minutes			
	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>BENEFIT: The Project assumes a 20 minute wait time (OME) and will be controlled by intelligent transportation systems and toll pricing strategy, but not for other POEs. The ITS project will provide travelers information to better plan their trips, and this should relieve some congestion and provide better reliability in the network.</p> <p>EXPLANATION: Traffic and Revenue study to be completed in Spring 2019 (for Otay Mesa East POE).</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	450	580	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
EXPLANATION: The calculation above assumes a 1.25 vehicle occupancy rate. Data is from Attachment 6 (CalBC Travel Time Worksheet, Summary of Travel Time Benefits Table, Total Per Hrs of Time Saved) in the application.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.020	0.010	2040
	Reduction in Particulate Matter (PM10)	Tons per year	0.022	0.010	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	1383.556	1160.481	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.556	0.220	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.023	0.011	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	5.824	2.222	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	1.041	1.086	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
EXPLANATION: Data is from Attachment 6 (CalBC Emissions Worksheet, Summary of Emission Reduction Benefits Table, Tons Emissions Saved) in the application.					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		1.4	2040
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: 5 State Route 98 Improvements	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	08028

Contact Information	
Nominating Agency: Caltrans District 11	Agency Contact: Caltrans District 11
Contact Person: Kazim Mamdani Phone: 619-718-7840	Contact Person: Kazim Mamdani Phone: 619-718-7840
Email Address: Kazim.Mamdani@dot.ca.gov	Email Address: Kazim.Mamdani@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	N/A		
	Other	See Below	See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists. The Project will improve safety for vehicles, bicycles, and pedestrians by creating needed bicycle facilities and sidewalks in areas where these facilities did not exist. A Class II bike lane will provide space for bicyclists so that they will not need to "take a lane," and sidewalks and ADA improvements will provide a safer walking experience for all</p> <p>EXPLANATION: The team used CalBC as the analysis tool, which does not take into account this type of safety improvement.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	4	13	2040
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>BENEFIT: The Project improves velocity by adding additional lanes in an area that currently experiences delays.</p> <p>EXPLANATION: Data is from Attachment 6 (CalBC Project Information Worksheet, Table 1B) in the application.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A		
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other	See Below	See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.					

Trade Corridor Enhancement Program Benefits Form

	<p>BENEFIT: The Project improves throughput by adding additional lanes along SR-98, a route that connects two Ports of Entry (POEs) in Calexico. Many freight warehouses are still located near Calexico West POE, which handled commercial vehicles before Calexico East POE opened in 1996. Commercial vehicles are still traveling between Calexico East POE and their warehouses near Calexico West, and are therefore using SR-98 as this main route. The project will help to accommodate this freight movement, and will also accommodate the traffic that will be generated once the new Calexico West POE is completed in 2018/2019.</p> <p style="text-align: right;">EXPLANATION: The team used CalBC as the analysis tool, which does not calculate LOS.</p>				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other	See Below			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	BENEFIT: The Project includes three signalized intersections which will help to create a more reliable system by improving traffic operations.		EXPLANATION: The team used CalBC as the analysis tool which does not calculate reliability for this type of project.		
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	1463	1945	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
EXPLANATION: The calculation above assumes a 1.25 vehicle occupancy rate. Data is from Attachment 6 (CalBC Travel Time Worksheet, Summary of Travel Time Benefits Table, Total Per Hrs of Time Saved) in the application.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.04	0.02	2040
	Reduction in Particulate Matter (PM10)	Tons per year	0.04	0.02	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	2189	1864	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.9	0.4	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.005	0.009	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	5	2	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	1	2	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
EXPLANATION: Data is from Attachment 6 (CalBC Emissions Worksheet, Summary of Emission Reduction Benefits Table, Tons Emissions Saved) in the application.					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio*	Ratio		19.9	2040
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: 6-Calexico East Port of Entry Truck Crossing Improvement	Date: 12/4/2018
Project Identifier (EA, PPNO, etc):	43050

Contact Information	
Nominating Agency: Caltrans District 11	Agency Contact: Caltrans District 11
Contact Person: Nicola Bernard Phone: 619-688-6708	Contact Person: Nicola Bernard Phone: 619-688-6708
Email Address: Nicola.bernard@dot.ca.gov	Email Address: nicola.bernard@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	N/A		
	Other	See Below	See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<div> <div> BENEFIT: The Project will improve safety by reducing congestion, and will create an advanced traveler information system that will facilitate timely incident management response. By reducing delay associated with border crossings, the trucking industry will have their and the travelling public's safety increased due to the ability to drive at or below maximum speeds on highways and interstates. </div> <div> EXPLANATION: The team used BCA spreadsheet as the analysis tool, which does not take into account this type of safety improvement. </div> </div>				
Velocity	Change in a average weekday speed - roadway	MPH	N/A		
	Change in a average weekday speed - train	MPH	N/A		
	Other	See Below	See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<div> <div> BENEFIT: The Project may improve velocity by increasing capacity. </div> <div> EXPLANATION: Velocity at the POE is dependent on a number of factors including CBP processing times. </div> </div>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A		
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other		See Below		
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	N/A		
	Increase in value	Dollar	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<div> <div> BENEFIT: The project improves throughput by adding capacity and operational improvements in the form of ITS components all along the border. For Calexico East, capacity will more than double by adding four new lanes at the POE. Currently, trucks carrying goods across the U.S./Mexico border face lengthy delays which cause a variety of problems; including congestion, poor air quality/increased emissions, and increased costs associated which are ultimately passed on to the consumer. By building the necessary infrastructure to support OME, the new POE, ITS elements, as well as the widening and expansion of the Calexico East POE, these problems can be reduced. Performance levels for crossings will improve, delays which currently approach three hours during peak periods will be decreased, air quality improvements in the disadvantaged areas of Imperial County will be realized, and goods will flow more efficiently throughout the border region. </div> <div> EXPLANATION: The team used a BCA spreadsheet as the analysis tool, which does not calculate LOS. </div> </div>					

Trade Corridor Enhancement Program

Benefits Form

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	N/A		
	Person Minutes Saved During Peak Hour	Minutes	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>BENEFIT: The Project will improve reliability by introducing an advanced traveler information system, which will display border wait times to travelers so that they can make informed decisions when crossing the border. The Calexico East POE expansion will improve operations for trucking firms by reducing wait times, which will ultimately improve the reliability of timely product delivery and distribution.</p> <p>EXPLANATION: The team used a BCA spreadsheet as the analysis tool which did not calculate reliability.</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	607	607	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
EXPLANATION: The team used a BCA spreadsheet (Travel Time Saved [Hours] Column) as the analysis tool.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.04	0.04	2040
	Reduction in Particulate Matter (PM10)	Tons per year	N/A	N/A	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	N/A	N/A	2040
	Reduction in Reactive Organic Gases (ROG)*	Tons per year	0.29	0.29	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	N/A	N/A	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	N/A	N/A	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	1.41	1.41	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
EXPLANATION: Information found in the BCA spreadsheet (Emissions Worksheet, Average Annual Emission Reduction [short tons] Row). ROG was calculated instead of VOC.					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		2.5	2040
	Other		See Below		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The construction of the proposed Project (combined 6 components) would have considerable benefit to the regional economy in terms of jobs created by the construction activity. Using the IMPLAN input-output model for the San Diego region, the Project would have a total economic impact of \$232 million for a multiplier of 1.72. This would result in roughly 886 job-years created directly in the construction and associated tasks, 276 job-years produced indirectly in affiliated industries, and 380 induced job-years created in the economy generally from increased worker spending. In addition, the benefits of the project will be far greater than the hundreds of jobs created by the design and construction of the border system project; the enduring economic impact of a more-efficient international border across the region will make the region more attractive to businesses that desire a closer proximity to Mexico, the U.S.'s third largest trading partner. Jobs created by cross-border partnerships are not just in manufacturing, trucking, and warehousing, but in design, international sales, technical specialties, communications, legal, management, and even hospitality. SANDAG has studied the border economy extensively, and the importance of the border to the region's economy is often underappreciated. This number does not include the positions needed for CBP/CHP (and other staffing needs), tolling jobs, and the indirect, regional jobs that will be created from this Project.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	Fyffe Avenue Grade Separation
Date:	02/19/19
Project Identifier (EA, PPNO, etc):	TC002

Contact Information	
Nominating Agency:	Port of Stockton
Agency Completing Form:	Port of Stockton
Contact Person: Juan Villanueva	Phone: 209-946-0246
Contact Person: Juan Villanueva	Phone: 209-946-0246
Email Address: jvillanueva@stocktonport.com	Email Address: jvillanueva@stocktonport.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	0	0	2042
	Reduction in train-involved incidents	Each	0	0	2042
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Although no quantitative accident data is available, removal of the existing at grade crossing will remove the potential for vehicle/rail accidents at this crossing locaiton</p>				
Velocity	Change in a average weekday speed - roadway	MPH	20	25	2046
	Change in a average weekday speed - train	MPH	10 mph	10 mph	2042
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Assumptions for change in average weekday speed- roadway, were taken from the Fyffe Grade Separation Project Benefit Cost Analysis (BCA, October 2017), Section 4.3, page 12, prepared by CH2M.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	6	20	2042
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other	See Below			
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Current and projected trains were located in the Fyffe Grade Separation Project Benefit Cost Analysis (BCA, October 2017), Appendix 2, prepared by CH2M. Assumptions or methodologies for the projected 20 trains per day were not confirmed. Current daily train counts were provided by the shortline operator, Central California Traction Company (CCTC).</p>				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

	The current at-grade rail crossing has a daily average of six unit trains that delay traffic up to 20 minutes each time. This project has identifiable benefits to the environment by eliminating any idle time at the rail crossing delay, less fuel, and quicker access leading to quicker turnaround time for truckers and shippers.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	4.8	0.48	2046
	Reduction in Annual Truck Trips (due to mode shift)	Each	269,344	N/A	
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A	N/A	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Based on traffic counts collected in Fall 2017, there are currently over 3,066 trucks and cars a day entering the Port's West Complex. Appendix 2 of the Fyffe Grade Separation Project Benefit Cost Analysis (BCA, October 2017), prepared by CH2M, assumed the following- 4.8 Hours of Daily Vehicle Hours of Delay in Current Condition and 0.48 Hours of Daily Vehicle Hours of Delay in Outcome: This is based on the assumption that there will be 90% reduction due to the fact that the grade separation will eliminate queues and thereby reduce the waiting time for cars and trucks.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.009	0.022	2046
	Reduction in Particulate Matter (PM10)	Tons per year	0.02	0.053	2046
	Reduction in Carbon Dioxide (CO2)	Tons per year	262.169	512.483	2046
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.036	0.048	2046
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.003	0.005	2046
	Reduction in Carbon Monoxide (CO)	Tons per year	0.325	0.485	2046
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0.482	0.569	2046
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. Emissions data includes idling and travel. 3.5% growth assumed. Refer to Appendix 2 in INFRA Benefit/Cost Analysis (October 2017)				
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		.48-.71	2046
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. A quantitative job creation estimation was not performed, as this is a safety project. This project stimulates job growth by reducing costs for the shippers and truckers by eliminating the costs of a vehicle having to idle while stuck at the rail crossing. The shippers can pass these costs savings on to the drivers and buying new equipment. Refer to October 2017 INFRA B/C analysis for supporting information				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Redding to Anderson Six Lane	Date: 12/6/2018
Project Identifier (EA, PPNO, etc.): 02-4C40V, 3445A	

Contact Information	
Nominating Agency: Caltrans District 2/Shasta Regional Transportation Agency	Agency Completing Form: Caltrans District 2
Contact Person: Eric Orr Phone: 530-225-3466	Contact Person: Eric Orr Phone: 530-225-3466
Email Address: Eric.Orr@dot.ca.gov	Email Address: Eric.Orr@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	84	65	2038
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another				
	Assumptions: 1) Accidents related to congestion, lane changes, or merges will be reduced by the addition of 1 lane in each segment 2) CMF (Crash Modification Factor, or reduction factor) = 25% Source: CMF Clearinghouse http://www.cmfclearinghouse.org/detail.cfm?facid=8335#commentanchor 3) Crashes most likely to be reduced have either the primary movement being merging, lane changes, or occurring in "stop and go traffic" (Relevant Crashes below) 4) Life Span of project: 20 years so # of relevant crashes in (3) above will be multiplied by 2 for Projected Relevant Crashes				
Velocity	Change in a average weekday speed - roadway	MPH	54	64	2035
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The numbers represent a no-build and build scenario with outputs coming from a completed model run with a end year of 2035. The 54MPH represents if the Redding to Anderson Six Lane Project was not built and current conditions continued. In contrast the 64MPH is a scenario where the Redding to Anderson Six Lane Project is constructed. The model outputs show a speed of 64MPH if the RASL project is completed, and a change of -9.5 in MPH if the RASL project is not completed. All outputs represent numbers for the year 2035. Please see diagram on page 20 off TCEP application.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other - Reduction in bottle necks	Each	2	0	2035
	Other - Reduction in merge conflicts	Each	3	0	2035
	Other - Maximum vehicle/hour throughput - built project	Each	2400	3600	2035
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			

**Trade Corridor Enhancement Program
Benefits Form**

	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	With the majority of the Redding to Anderson Six Lane Project being capacity increasing, vehicles hour throughput illustrates use and need for this particular project more effectively. Throughput described above includes both passenger vehicles and truck traffic to illuminate the larger impact and importance of the project area. Maximum vehicle/hour throughput is calculated with an assumption that current conditions are 1200 vehicles/hour/lane. With Interstate 5 operating with 2-lanes in each direction the Maximum vehicle/hour throughput per direction would be 2400 vehicle/hour. With the addition of a third lane with the completion of the RASL project the Maximum vehicle/hour. throughput would increase to 3600 vehicles/hour.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other - Miles of Freeway operating at LOS E/F (2035)	Total Hours\Minutes	16.1	0.9	2035
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	By using Level of Service of Freeway miles operating at LOS E/F allows us to measure the variability and unpredictability of the travel time in the corridor. If the total number of miles operating at LOS E/F decreases, the reliability of the corridor increases. Road Segment Level of Service The forecast results include estimates of road segment link level of service (LOS) for the A.M. and P.M. peak hours. The LOS is based on the 2000 Highway Capacity Manual (HCM) using average default values as tabulated by the Florida Department of Transportation (FDOT). The maximum per-lane capacities were adjusted to more closely correlate to the lane capacities used in the Shasta Model traffic assignments (Table 35 and Table 36 of the Shasta's model). From here taking data that is based on a revision to ShastaSIM v1.1 per a revised scenario for year 2035 with the RASL project removed and I-5 reduced back to 2-lanes in each direction (instead of the 3-lanes per direction for RASL). All other 2015 RTP projects are included, we end up with 16.1 if RASL is not built and 0.9 when RASL is complete.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	155,883	25,212	2035
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other	Total hours			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	A calculated estimate of 155,883 annual vehicle hours of delay is projected for the this specific location by 2035 if the project is not approved and constructed. 25,212 annual vehicle hours of delay is estimated in 2035 if the project is approved and constructed. VHD is calculated by dividing the predicted speed into the length of the facility to get travel time, then subtracting the predicted travel time from the free-flow travel time based on LOS B. Daily Vehicle Hours of delay is an output of the Shasta's model.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		(0) & (0)	2021 & 2037
	Reduction in Particulate Matter (PM10)	Tons per year		(0) & (0)	2021 & 2037
	Reduction in Carbon Dioxide (CO2)	Tons per year		(-140) & (2,803)	2021 & 2037
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		(0) & (0)	2021 & 2037
	Reduction in Sulphur Oxides (SOx)	Tons per year		(0) & (0)	2021 & 2037
	Reduction in Carbon Monoxide (CO)	Tons per year		(0) & (0)	2021 & 2037
	Reduction in Nitrogen Oxides (NOx)	Tons per year		(0) & (0)	2021 & 2037
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				

**Trade Corridor Enhancement Program
Benefits Form**

	<p>Represented in the table above are the two results from a scenario ran through the California Benefit Cost model, developed by the Economic Development Branch of Caltrans Headquarters. The numbers are listed, (#) & (#), signify the two different results. The first number indicates annual tons decreased from the proposed project completion. The second number represents the total tons reduced by 2037. More detailed information can be found in the Redding to Anderson Six Lane Project grant application. For further detail please see Box A on page 22 of application.</p>				
Economic Development	Jobs Created	Each	N/A	201 jobs per year during construction	2018-2021
	Benefit/Cost Ratio	Ratio		0.5	2037
	Other - Economic Benefit (Range)	\$'s in Billions	\$1.10	\$2.00	2037
	Other - Value Added (Range)	\$'s in Billions	\$500.00	\$900.00	2037
	Other - Wages (Range)	\$'s in Billions	\$300.00	\$600.00	2037
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p>				
	<p>\$1.1 B and \$2B in additional economic output, between \$500M and \$900M in valued added and approximately between \$300M and \$600M in wages- Benefit Cost ratio was calculated with the California Benefit Cost Model developed through the Economic Development Branch from Caltrans Headquarters. This model calculated for the total benefit 20 years after completion of project. Please see the Redding to Anderson Six Lane Project grant application for further detail. For further detail please see Community Impact and Economy/Jobs section (pg. 21) and Box A on page 22 of application.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	TAMT Beyond Compliance Environmental Enhancement Project
Date:	12/31/2018
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency:	San Diego Unified Port District
Agency Completing Form:	San Diego Unified Port District
Contact Person: Aimee Heim	Phone: 619-686-6390
Contact Person: Aimee Heim	Phone: 619-686-6390
Email Address: aheim@portofsandiego.org	Email Address: aheim@portofsandiego.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	N/A		
	Reduction in train-involved incidents	Each	N/A		
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The District developed this project as a barge-based system in order to keep the equipment away from the wharf's cargo operating area in order to maintain operational safety during cargo operations.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	N/A		
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Not applicable. This project will not impact road or rail velocity.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A		
	Number of trailers	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year	2553052 by 2035		
	Increase in value	Dollar	\$4,000,000 (approx)		
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Dry bulk and break bulk vessels will be the primary users of the bonnet system. Based on the requirements of the TAMT Redevelopment Plan's final environmental impact report, with no emission management protocol in place, cargo throughput at the facility will be limited to 691,418 metric tons of bulk cargo annually. The TAMT Redevelopment plan forecasted total bulk and break bulk cargo volume in across cargo types at approximately 2,959,000 tons. In 2014, the District handled a total of 406,515 tons of bulk and break bulk cargo. Implementing the bonet system will allow the District to fully capture the approximately 2,553,000 of available bulk and break bulk tonnage by 2035. The value of that cargo increase will depend on cargo mix.</p>				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	N/A		
	Person Minutes Saved During Peak Hour	Minutes	N/A		
	Other				

**Trade Corridor Enhancement Program
Benefits Form**

In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Not applicable. This project will not impact road or rail travel times or reliability.					
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	N/A		
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. This project will result in a reduction in congestion on the freight transportation system by allowing TAMT to serve more vessels, thus realizing additional cargo capacity for specialty commodities such as clean bulk, break bulk, military and roll-on/roll-off vessels.				
BONNET Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.6		
	Reduction in Particulate Matter (PM10)	Tons per year	0.6		
	Reduction in Carbon Dioxide (CO2)	Tons per year	N/A		
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	1.1		
	Reduction in Sulphur Oxides (SOx)	Tons per year	1.8		
	Reduction in Carbon Monoxide (CO)	Tons per year	N/A		
	Reduction in Nitrogen Oxides (NOx)	Tons per year	29.1		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. Emission reductions were calculated assuming 180 vessel calls by 2035 with approximately 52 hours of berthing time per call. Based on the following assumptions: roughly 2 hours is necessary to install and remove the emission capture system; 1 combined hour is necessary to start up and shut down the emission capture system's engine; dry bulk and general cargo vessels assumed to contain a single exhaust stack, dry bulk and general cargo vessels assumed to be equipped with Tier 1 auxiliary engines that average 2,623-2,760 kW. The emission reduction methodology is consistent with the Environmental Protection Agency National Port Strategy Assessment.				
SHORE POWER Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.07		
	Reduction in Particulate Matter (PM10)	Tons per year	0.06		
	Reduction in Carbon Dioxide (CO2)	Tons per year	138.8		
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.2		
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.12		
	Reduction in Carbon Monoxide (CO)	Tons per year	0.3		
	Reduction in Nitrogen Oxides (NOx)	Tons per year	4.4		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. The TCEP grant application analysis included three scenarios for shore power usage : 1) no growth from the baseline, 2) low growth, and 3) a weekly service for four years. In addition, all three scenarios account for increased calls by shore power capable vessels as new vessels are deployed in subsequent calendar years. Emission reductions were calculated for three scenarios, but for the purpose of the BCA, the District used scenario 2 (low growth). The low growth scenario assumed 18 vessel calls in the opening year based on two types of vessels (US Coast Guard and US Transportation Command or TRANSCOM), with 559 calls over the project lifecycle. Vessel call durations were assumed to be an average of 35 hours per vessel calls for US Coast Guard Vessels and 48 hours for U.S. TRANSCOM vessels. US Coast Guard vessels were assumed to have Tier 1 auxiliary engines that average 1,680 kW, and TRANSCOM vessels were assumed to be similar to RORO vessels with Tier 1 auxiliary engines that average 2,850 kW. The emission reduction methodology is consistent with the Environmental Protection Agency National Port Strategy Assessment and was calculated using the EPA Shore Power Reductions Emissions Calculator.				
Economic Development	Jobs Created	Each	530		
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Projected daily jobs created by 2035, based on the TAMT Redevelopment Plan: 63 office workers , 461 dock workers, 6 bonnet workers = 530 total				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: SoCal Freight Gateway: SR-60 Truck Safety and Efficiency Project	Date: 2/28/19
Project Identifier (EA, PPNO, etc):	32303

Contact Information	
Nominating Agency: City of Moreno Valley	Agency Completing Form: City of Moreno Valley
Contact Person: Margery Lazarus Phone: (951) 413-3133	Contact Person: M. Lazarus Phone: (951) 413-3133
Email Address: margeryl@moval.org	Email Address: margeryl@moval.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	14 (assumed over 20 year period)	8 reduced	2019-2038
	Reduction in train-involved incidents	Each	NA	NA	
	Other		NA	NA	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Collision data was collected for 36 month periods through Caltrans' Traffic Accident and Surveillance Analysis System (TASAS). TASAS provides the collision rate (per million VMT or million vehicles) as well as the average collision rate by severity for that facility type. This analysis assumes that where collision rates exceed statewide averages for the facility type, the project will bring collision rates down to the average. To calculate the future cost savings of the safety improvements, the expected collisions for the build scenario are subtracted from the no build scenario. Based on the traffic studies, the figure above assumes that by the year 2039, 6% of all vehicles on the ramps will be heavy duty trucks (up from 5% now). It also assumes, based on current averages, that 2 truck collisions would be avoided on the mainline due to nonstandard bridge heights (1 every 10 years) - but the "current" numbers do not include other truck collisions on the freeway.				
Velocity	Change in a average weekday speed - roadway	MPH	NA	NA	
	Change in a average weekday speed - train	MPH	NA	NA	
	Other		NA	NA	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	While congestion and speeds on the mainline freeway (SR-60) may benefit from the ramp improvements (by reducing freeway backups), to be conservative, this analysis did not account for those benefits.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	NA	NA	
	Number of trailers	Each	NA	NA	
	Number of containers	Each	NA	NA	
	Increase in tonnage	Tons per year	NA	NA	
	Other		NA	NA	
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	NA	NA	
	Number of containers	Each	NA	NA	
	Increase in tonnage	Tons per year	NA	NA	
	Other		NA	NA	
	Change in port volume				
	Number of containers	Each	NA	NA	
	Increase in tonnage	Tons per year	NA	NA	
	Increase in value	Dollar	NA	NA	
	Other		NA	NA	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

**Trade Corridor Enhancement Program
Benefits Form**

	These measures were not calculated for this analysis. The reduced truck delay may induce more truck travel; however, the truck volumes (as modeled) were based on the growth in the warehousing facilities surrounding the interchanges.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	NA	NA	
	Person Minutes Saved During Peak Hour	Minutes	NA	8467	2019-2038
	Other		NA	NA	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Vehicle hours of delay savings were calculated by comparing future no build and build intersection level of service (LOS). Intersection approach volumes were available from traffic impact studies. When LOS tables from synchro were available, actual delay (seconds/vehicle) values were used for the no build and build scenarios. When the simulation results were unavailable, LOS grade changes (A through F) were used to approximate the change in delay. The intersection delay savings are calculated as seconds per vehicle in the future forecasted year. Delay per vehicle in intermediary years was estimated based on a linear relationship between the base and future year. Minutes for an average peak hour listed above are based on the average over the 20 year period.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	NA	491	2019-2038
	Reduction in Annual Truck Trips (due to mode shift)	Each	NA	NA	
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	NA	NA	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Vehicle hours of delay savings were calculated by comparing future no build and build intersection level of service (LOS). Intersection approach volumes were available from traffic impact studies. When LOS tables from synchro were available, actual delay (seconds/vehicle) values were used for the no build and build scenarios. When the simulation results were unavailable, LOS grade changes (A through F) were used to approximate the change in delay. The intersection delay savings are calculated as seconds per vehicle in the future forecasted year. Delay per vehicle in intermediary years was estimated based on a linear relationship between the base and future year. Daily values listed above are average over the 20 year period. The baseline daily VHD are unknown as this analysis evaluated the change in delay under build and no build conditions.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5 and 10)	Tons	Unknown	0.28	2038
	Reduction in Carbon Dioxide (CO2)	Tons	Unknown	14585	2038
	Reduction in Volatile Organic Compounds (VOC)	Tons	Unknown	2.38	2038
	Reduction in Sulphur Oxides (SOx)	Tons	Unknown	Not Available	2038
	Reduction in Carbon Monoxide (CO)	Tons	Unknown	24.88	2038
	Reduction in Nitrogen Oxides (NOx)	Tons	Unknown	15.54	2038
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
The sustainability benefits of the two project components include the reduction of emissions associated with the reduced idling. As this is a ramp and interchange project, virtually all of the vehicle hours saved as described above equate to a reduction in hours of auto and truck idling. The truck and auto emissions rates were calculated using the California Emissions Factor Database (EMFAC 2014). The idling emissions for CO2, NOx, VOCs, and PM (2.5 and 10) are included in this analysis. The baseline emissions are unknown as this analysis just evaluated the change in emissions under build and no build conditions.					
Economic Development	Jobs Created	Each	NA	NA	
	Benefit/Cost Ratio	Ratio		2.8	2019-2038
	Other	Net Present Value		\$41.5 Million	2019-2038
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Consistent with standard Benefit-Cost Analysis guidelines, this analysis compared the monetized discounted benefits over the life of the project (20 years) to the discounted capital and maintenance costs over the same period. The primary monetized benefits included those associated with delay reduction (value of time benefits), vehicle operating cost benefits, emission benefits, and safety benefits. The residual value of the assets were also included. The costs include the short-term capital costs associated with design and construction as well as the on-going maintenance costs. The Benefit Cost Ratio and Net Present Value figures above are based on a 4% discount rate.				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Freight Intelligent Transportation System (FITS)	Date: 12/27/2018
Project Identifier (EA, PPNO, etc): PPNO: T0003	

Contact Information	
Nominating Agency: Alameda CTC/MTC	Agency Completing Form: Alameda CTC
Contact Person: Trinity Nguyen Phone: 510-208-7441	Contact Person: Trinity Nguyen Phone: 510-208-7441
Email Address: tnguyen@alamedactc.org	Email Address: tnguyen@alamedactc.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other - Accident Reductions	\$million/year	\$0.0	\$39.6 million	20-Year Total
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The Caltrans Life-Cycle Benefit-Cost Analysis Model (Cal-B/C) 6.2 was utilized for the B/C analysis using 3-year average crash data from SWITRS. . The Cal-B/C model does not report the suggested measures, it only provides monetary safety benefits. The suggested measures were not utilized as 1) the crash data did not specify truck-involved incidents; and 2) all transportation modes, not just trucks, are estimated to realize safety benefits.</p> <p>The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMTD grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.</p>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The speed measure is incorporated under the Congestion Reduction category as delay savings. The Cal-B/C model does not report the suggested measures.</p> <p>The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMTD grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other - Total Volume	ADT	22,552	37,672	2040
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.					

Trade Corridor Enhancement Program Benefits Form

	<p>ADT (volume) was measured by collecting tube count data over a 24 hour period in 2016 and averaging the results over a five day period from Monday through Friday. Daily volumes include vehicles entering and exiting the Port area from the three Port access roadways. The future volume was estimated from the forecasted growth from the <i>7th Street Grade Separation and Port Arterial Improvements Project Traffic Study Report</i>. The Caltrans Life-Cycle Benefit-Cost Analysis Model (Cal-B/C) 6.2 was utilized for the B/C analysis. The Cal-B/C model does not report the suggested measures. The suggested measures were not utilized as 1) all transportation modes, not just trucks, are estimated to realize throughput benefits; and 2) existing data were not collected in that form.</p> <p>The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMDT grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.</p>				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other - Reduction in Person Hours of Delay	Hours per year	0	316,616	Average annual over 20 yrs
	Other - Delay at 13 Port Intersections and At-Grade Rail Crossings	seconds/ vehicle			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>The Caltrans Life-Cycle Benefit-Cost Analysis Model (Cal-B/C) 6.2 was utilized for the analysis. Since the FITS project is comprised of 15 technology elements, the analysis involved grouping the elements into four transportation management strategies (TMS) available in the Cal-B/C tool - traveler information (one for regional, one for Port), incident management, and arterial signal coordination. Year 1 annual person hours of delay for trucks within the Port area is estimated to be 1.4 million hours and estimated regional annual person hours of delay for trucks with origins or destinations at the Port is 9.9 million hours. The outcome measure was estimated from Cal-B/C but reflects both person hours saved on Port roadways as well as regional roadways as a result of the FITS projects. The Cal-B/C model does not report the suggested measures. In addition, since all transportation modes utilizing Port roadways are anticipated to benefit from the FITS project, person hours of delay is a more appropriate measure to capture the benefit to persons, rather than just vehicles (i.e., auto occupancy greater than 1). Outcome measures for the future are not appropriate for inclusion here as the build represents not just FITS, but other GoPort roadway, rail, and multi-modal improvements.</p> <p>The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMDT grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. Possible measures/outcomes for congestion relief include but are not limited to: reduction in average truck delay; reduced intersection delay; reduced delay at at-grade crossings; reduction in queue lengths at at-grade rail crossings; and average travel time from freeway facility to terminal gate. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0	0.17	Average annual over 20 yrs
	Reduction in Particulate Matter (PM10)	Tons per year	0	0.18	Average annual over 20 yrs
	Reduction in Carbon Dioxide (CO2)	Tons per year	0	9975	Average annual over 20 yrs
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0	0.69	Average annual over 20 yrs
	Reduction in Sulphur Oxides (SOx)	Tons per year	0	0.11	Average annual over 20 yrs
	Reduction in Carbon Monoxide (CO)	Tons per year	0	6.84	Average annual over 20 yrs
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0	12.7	Average annual over 20 yrs
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	<p>The Caltrans Life-Cycle Benefit-Cost Analysis Model (Cal-B/C) 6.2 was utilized for the analysis. The Cal-B/C model does not report the current values, it only provides emissions savings. Air quality and GHG performance measures for assessment moving forward would need to be estimated using volume, speed, and EMFAC rates.</p> <p>The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMDT grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. Possible measures/outcomes for air quality and GHG include but are not limited to: reduction in emissions by type; reduction in GHG; reduction in idling; reduction in queue lengths at terminals; reduction in queue lengths at at-grade rail crossings; and reduction in number of stops at intersections. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.</p>				
	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		6.2	
	Other - Average Turn Times	Minutes			

**Trade Corridor Enhancement Program
Benefits Form****Economic Development**

In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.

The Caltrans Life-Cycle Benefit-Cost Analysis Model (Cal-B/C) 6.2 was utilized for the analysis. The Cal-B/C model does not report jobs created. A key economic benefit to the trucking industry from the FITS project is anticipated to be reduced turn times. As such, it has been identified as a measure for inclusion as a TCEP benefit. Turn times are not included in Cal-B/C for FITS project types.

The Alameda CTC will be conducting a before/after evaluation of the FITS project. In addition, FITS is partially funded under the FHWA ATCMTD grant which also has project evaluation and reporting requirements (quarterly and annually). As part of these efforts, an Evaluation Plan will be developed to identify the evaluation criteria (measures/outcomes) tailored to the goals and objectives, as well as a description of the data collection procedures and methodology. This form will be updated to reflect the measures/outcomes that result from the Evaluation Plan task. In addition, many of the FITS technology elements are being designed to include automated performance measurement and analytics which can be utilized to report on some of the performance measures.

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Livingston Widening (NB) SR99	12/28/2018
Project Identifier (EA, PPNO, etc): 10-0Q121	

Contact Information	
Nominating Agency: California Department of Transportation (Caltrans)	Agency Completing Form: Caltrans
Contact Person: Jes Padda Phone: (209) 948-7765	Contact Person: Mahendra Patel Phone (209) 941-1922
Email Address: Jes.Padda@dot.ca.gov	Email Address: Mahendra.Patel@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other - Accident Cost Savings	\$		\$53.6 million	2041
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The projected outcome for "Other - Accident Cost Savings" is based on results from the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 6.2 that was developed by Caltrans Headquarters - Office of State Planning. The results from the analysis model did not include any reduction in truck-involved or train-involved incidents. The model did include Accident Cost Savings that are shown under "Outcomes - Other" that covers the theoretical cost savings over a 20 year period. These cost savings are consistent with the Trade Corridor Enhancement Program (TCEP) application. The current three year accident rates for this location and statewide basic accident rates, project type, total costs, and traffic data (i.e. percent trucks, average daily traffic, length of project, number of lanes etc) were input into the model to generate the Accident Cost Savings.</p>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>There are no Velocity TCEP indicators that were generated by the California Life-Cycle Benefit/Cost Analysis Model Version 6.2 developed by Caltrans Headquarters - Office of State Planning. This is consistent with the TCEP application.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

	There are no Throughput TCEP indicators that were generated by the California Life-Cycle Benefit/Cost Analysis Model Version 6.2 developed by Caltrans Headquarters - Office of State Planning. This is consistent with the TCEP application.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Person-hours of time saved over 20 years	Per-Hours		2,442,187	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The 2,442,187 person-hours of time saved over 20 years and 122,1090 person-hours of time saved annually is derived from results from the Cal B/C Model Version 6.2 developed by Caltrans Headquarters - Office of State Planning. The project provides a benefit cost ratio of 2.5 and a 12.3% rate of return on investment. The traffic data (i.e. percent trucks, average daily traffic) and design data (length of project, number of lanes etc) were input into the model to generate the Person-hours of time saved. This outcome data is consistent with the TCEP application.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other - Travel Time Savings	\$		23,800,000	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
There are no reduction in Daily Vehicle Hours in Delay or reduction in annual truck trips or miles that were generated by the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 6.2 developed by Caltrans Headquarters - Office of State Planning. The outcome provided is consistent with the TCEP application. The model did generate \$1.2 million in annual Travel Time Savings or \$23.8 million over 20 years. The traffic data (i.e. percent trucks, average daily traffic) and design data (length of project, number of lanes etc) were input into the model to generate the Travel Time Savings over 20 years.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0	2041
	Reduction in Particulate Matter (PM10)	Tons per year		0	2041
	Reduction in Carbon Dioxide (CO2)	Tons per year		46,059	2041
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		11	2041
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	2041
	Reduction in Carbon Monoxide (CO)	Tons per year		94	2041
	Reduction in Nitrogen Oxides (NOx)	Tons per year		78	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
All projected outcomes are derived from results from the California Life-Cycle Benefit/Cost Analysis Model Version 6.2 developed by Caltrans Headquarters- Office of State Planning. The outcomes provided are consistent with the TCEP application. The traffic data (i.e. percent trucks, average daily traffic) and design data (length of project, number of lanes etc) were input into the model to generate the Air Quality and Greenhouse Gas Reductions.					
Economic Development	Jobs Created	Each		1040	2021
	Benefit/Cost Ratio	Ratio		2.5	2041
	Other - Vehicle Operating Cost Savings	\$		6,400,000	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	All projected outcomes are derived from results from the California Life-Cycle Benefit/Cost Analysis Model Version 6.2 developed by Caltrans Headquarters - Office of State Planning. The outcomes provided are consistent with the TCEP application. The traffic data (i.e. percent trucks, average daily traffic), project costs, and design data (length of project, number of lanes etc) were input into the model to generate the Economic Development outcomes. Jobs created by the project is based on FHWA information for at https://www.fhwa.dot.gov/policy/otps/pubs/impacts/				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Rosecrans/Marquardt Grade Separation Project	Date: December 31, 2018
Project Identifier (EA, PPNQNA)	

Contact Information	
Nominating Agency: Los Angeles County Metropolitan Authority	Agency Completing Form: Los Angeles County Metropolitan Authority
Contact Person: Vincent Lo Phone: 213-418-3419	Contact Person: Dan Mahgerefteh Phone: 213-418-3219
Email Address: LorenzoV@Metro.net	Email Address: MahgereftehD@metro.net

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	Not Applicable	Not Applicable	
	Amount of Money Saved over 20 years by Reduction of Accidents	Each		\$54,636,350	Year 20
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The California Public Utilities Commission (CPUC) considers the Rosecrans/Marquardt intersection to be the highest priority railroad grade crossing in California, as rated in the 2017-2018 California Grade Separation Program priority list, which is based on safety-related and other measures. The information stated is the final Accident Costs savings comparing money saved by the build option verses the no build options in Year 20 in present value dollars. The information was extracted from the "Transit Benefits" Summary Results spread sheet in the "Results" tab included in the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017).				
Velocity	Change in a average weekday speed - roadway	MPH	Not Applicable	Not Applicable	
	Change in a average weekday speed - train	MPH	Not Applicable	Not Applicable	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. This project is being developed to improve the Safety of rail crossing. Any Increase in velocity as result of the project would be ancillary in nature				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	Not Applicable	Not Applicable	
	Number of trailers	Each	Not Applicable	Not Applicable	
	Number of containers	Each	Not Applicable	Not Applicable	
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	
	Other				
	Change in rail volume/Level of Service (LOS)				
	Annual Number Trains on this segment	Each	39,420	85,556	Year 20
	Number of containers	Each	Not Applicable	Not Applicable	
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	
	Other				
	Change in port volume				
	Number of containers	Each	Not Applicable	Not Applicable	
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	
	Increase in value	Dollar	Not Applicable	Not Applicable	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Current Annual trains on this segment is approximately 39,420 passenger, 20 years after the completion of this project the number of passenger trains is estimated to be 85,556. We prepared these statistics using the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017) and its assumptions and methodologies. Information present reflect comparison of the train volume during on year 1 and in year 20. Information extracted from the Rail and Transit Data in the "Project Information" tab of the Cal-BC data.					

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	Not Applicable	Not Applicable	
	Total Person Houurs Saved	Minutes	273,109	631,826	Year 20
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	This Information stated is a comparison of the Summary of Travel Time Benefits between year 1 and year 20. Information extracted from the "Summary of Travel Time Benefits" Data included in the "Travel Time" tab of the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017).				
Congestion Reduction	Travel Times Savings	Mil (\$)	0.0	\$72.4	Year 20
	Reduction in Annual Truck Trips (due to mode shift)	Each	Not Applicable	Not Applicable	
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	Not Applicable	Not Applicable	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Air Quality and Greenhouse Gas Reductions	This Information stated is the final "Travel Time Savings" calculation of the Present Value of user benefits over 20 years for Freight. The information was extracted from the "Investment Analysis" Summary Results spread sheet in the "Results" tab included in the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017).				
	Reduction in Particulate Matter (PM2.5)	Tons per year	0.023	0.017	Year 20
	Reduction in Particulate Matter (PM10)	Tons per year	0.0124	0.018	Year 20
	Reduction in Carbon Dioxide (CO2)	Tons per year	1,086	1,807	Year 20
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.5	0.446	Year 20
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.011	0.017	Year 20
	Reduction in Carbon Monoxide (CO)	Tons per year	3.15	3.56	Year 20
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0.99	5.2	Year 20
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	This Information is stated in this table are totals found as a part of the Year 1 to Year 20 "Tons of Emissions Saved" table as described in the "Emissions Tab" of the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017).				
Economic Development	Pay Back Period	No. of Years		13	
	Benefit/Cost Ratio	Ratio		1.375	Year 20
	Internal Rate of Return			5.85%	Year 28
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The information Payback Period and the Internal Rate of return stated are totals found using the calculation of the annual returns on investment over 28 years after Construction Begins as a part of the Year After Construction Begins (Years 1 to 20) Table in the "Final Calculations" Tab and the "Investment Analysis" Table in the "Results" Tab of the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017). Benefit/Cost Ratio was Calculated using the Induced Travel, Vehicle Operation costs and vehicle emission reduction calculations as per the Investment Analysis Table found in the "Results" Tab of the California Life-Cycle Benefit /Cost Analysis Model (Cal-B/B) Version 6.2 (December 2017).				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Montebello Boulevard Grade Separation Project	Date: 2/20/2019
Project Identifier (EA, PPNO, etc): EA: TC0008; PPNO: TC0008	

Contact Information	
Nominating Agency: San Gabriel Valley Council of Governments (SGVCOG)	Agency Completing Form: SGVCOG
Contact Person: Mark Christoffels Phone: 626-962-9292	Contact Person: Paul Hubler Phone: 626-962-9292
Email Address: mchristoffels@sgvcog.org	Email Address: phubler@sgvcog.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	N/A		
	Reduction in train-involved incidents	Each	0.2 / 0.2	0	2023 / 2042
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Actual number of rail related accidents in past 10 years (at the time of grant application filing) has been used to estimate the indicator. Since the project will convert the crossing to a grade separation, future number of accidents are expected to be zero. Montebello crossing is ranked as the second most hazardous UPRR crossing in Los Angeles County, according to the FRA's Web Accident Prediction System.</p>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>N/A. Velocity of train operations not quantified, but in general, eliminating vehicular collisions at the crossing helps maintain the maximum allowable train velocity.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>N/A, grade separation will not result in change in throughput and thus not quantified. However, greater operational efficiency due overall Southern California Rail Project will help sustain increased volume of freight traffic going to and from the Ports of Los Angeles and Long Beach.</p>				

Trade Corridor Enhancement Program
Benefits Form

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	N/A; Change in reliability not quantified. However, in general eliminating the possibility of a vehicular collisions at the crossing helps support the reliability of freight train operations.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	1445 (AM) / 4,423 (AM) 2,388 (PM) / 6,879 (PM) Without Project	1,099 / 1,155 (AM) 1,717 / 1,806 (PM) With Project	2022 / 2045
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Source: Table 10: AM and PM Peak Hour Traffic Summary – 2022 vs 2045, page 22 of application. Reduction is net decrease in Vehicle Hours of Delay shown between 2022 and 2045, with and without Project.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0.00	Average Annual
	Reduction in Particulate Matter (PM10)	Tons per year		0.00	Average Annual
	Reduction in Carbon Dioxide (CO2)	Tons per year		341.03	Average Annual
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		0.11	Average Annual
	Reduction in Sulphur Oxides (SOx)	Tons per year		0.00	Average Annual
	Reduction in Carbon Monoxide (CO)	Tons per year		0.63	Average Annual
	Reduction in Nitrogen Oxides (NOx)	Tons per year		0.11	Average Annual
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Source: Table 8. Toxic emissions savings due to fewer idling vehicles, page 17 of application. (Air quality impact is estimated using Cal-BC model).					
Economic Development	Jobs Created	Each	1,235 jobs		
	Benefit/Cost Ratio	Ratio		3.3	2042
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Source: Table 2: Montebello Boulevard Grade Separation Project's contribution to furthering CSFAP guiding principles, page 7 of application. (Jobs created is estimated using the Caltrans multiplier of 13 jobs for each million dollars of transportation investment.)					

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Turnbull Canyon Road Grade Separation Project	Date: 2/20/2019
Project Identifier (EA, PPNO, etc): EA: TC0009; PPNO: T0009	

Contact Information	
Nominating Agency: San Gabriel Valley Council of Governments (SGVCOG)	Agency Completing Form: SGVCOG
Contact Person: Phil Balmeo Phone: 626-962-9292	Contact Person: Paul Hubler Phone: 626-962-9292
Email Address: pbalmeo@sgvcog.org	Email Address: phubler@sgvcog.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Per Year	0	0	2023
	Reduction in train-involved incidents	Per Year	0.2	0	2023
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. 2023 is the projected opening year of the project. The Project grade separates the 30th most crash-prone UPRR crossing in Los Angeles County (out of 1,006 crossings), with three crashes in the past 10 years, including one pedestrian fatality.				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. N/A. Note that train velocity not quantified because grade separation will not result in change in train velocity. However, in general, by eliminating the possibility of vehicular collisions at the crossing, the Project helps maintain the maximum allowable velocity of train operations.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. N/A; grade separation will not result in change in throughput. However, the grade separation is a component of the Southern California Rail Project which will sustain greater operational efficiency on the freight network in anticipation of projected growth in container freight volumes at the Ports of Los Angeles and Long Beach.					

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	N/A; Change in reliability not quantified. However, in general eliminating the possibility of a vehicular collisions at the crossing helps support the reliability of freight train operations.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Reduction in Person-Hours of Delay	Hours	800,000	1,600,000 (with	20 years
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0.000000	Avg Annl Tons
	Reduction in Particulate Matter (PM10)	Tons per year		0.090000	Avg Annl Tons
	Reduction in Carbon Dioxide (CO2)	Tons per year		421.0800	Avg Annl Tons
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		0.080000	Avg Annl Tons
	Reduction in Sulphur Oxides (SOx)	Tons per year		0.000000	Avg Annl Tons
	Reduction in Carbon Monoxide (CO)	Tons per year		0.930000	Avg Annl Tons
	Reduction in Nitrogen Oxides (NOx)	Tons per year		0.410000	Avg Annl Tons
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	The numbers shown are the delta (Build versus No Build) from Table 8: Toxic Emissions Savings on page 18 of the application.				
Economic Development	Jobs Created	Each	1,121 jobs		
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Jobs created is estimated using the Caltrans multiplier of 13 jobs for each million dollars of transportation investment.				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	Otay Mesa Truck Route Phase 4A
Date:	1/16/2019
Project Identifier (EA, PPNO, etc):	1334

Contact Information	
Nominating Agency:	City of San Diego
Agency Completing Form:	City of San Diego
Contact Person: George Gazallo	Phone: 619-533-3183
Contact Person: George Gazallo	Phone: 619-533-3183
Email Address: GGazallo@sandiego.gov	Email Address: GGazallo@sandiego.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	-	-	-
	Reduction in train-involved incidents	Each	-	-	-
	Reduction in pedestrian related accidents	Percent	-	29%	-
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Truck traffic will be reduced from local streets and therefore reduce truck/pedestrain accients on local streets. It is projected that this project will reduce overall pedestrian accidents by 29% per year based local street truck traffic reduction.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	-	-	-
	Change in a average weekday speed - train	MPH	-	-	-
	Other		-	-	-
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	17800	16882	2035
	Number of trailers	Each	-	-	-
	Number of containers	Each	-	-	-
	Increase in tonnage	Tons per year	-	-	-
	Other	LOS	B	B	2035
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	-	-	-
	Number of containers	Each	-	-	-
	Increase in tonnage	Tons per year	-	-	-
	Other		-	-	-
	Change in port volume				
	Number of containers	Each	-	-	-
	Increase in tonnage	Tons per year	-	-	-
	Increase in value	Dollar	-	-	-
	Other		-	-	-
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The changes in traffic expected due to the project were determined manually by analyzing truck traffic along roadways where the project would be expected to cause a decrease in traffic and adding traffic along roadways where the project would be expected to cause an increase in traffic. The project would re-route trucks headed southbound into Mexico. Currently, empty southbound trucks are routed to the border crossing along Drucker Lane and loaded trucks are routed to the border crossing along La Media Road. With the project in place, empty trucks will be routed along La Media Road and loaded trucks would be routed along Britannia Boulevard. As a result of this change, truck traffic along Drucker Lane would decrease and truck traffic along Britannia Boulevard would increase. Since there are more loaded trucks than empty trucks, truck traffic along La Media Road would also be expected to experience a decrease with the implementation of the project. Assumptions based on a combination of manual counts, Cross Border Facility EIR, SANDAG 2035 Series 12 model.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Seconds	11.4	10.2	2035
	Person Minutes Saved During Peak Hour	Minutes	-	-	-
	Other:		-	-	-
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	LOS anticipated operate at the same level. Delay will decrease by 1.2 seconds. - Capacity analysis based on VRPA Technologies (VRPA 2013) Traffic Technical Report in which the City of San Diego's traffic Impact Study Guidelines, Highway Capacity Manual procedures and using Synchro 7 software were used.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	-	-	-
	Reduction in Annual Truck Trips (due to mode shift)	Each	-	-	-
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	-	-	-
	Truck Route Queuing	Miles	1.78	1.43	2035
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. The implementation of the project will not cause any increase in truck traffic. This project will increase truck storage capacity and reduce backup queuing. Currently, the no build option has a truck queue of 1.78 miles for the available storage of 1.70 miles. This project will reduce queue to 1.43 miles. Truck queues were observed during the collection of traffic counts and truck queues for a typical day were documentd.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	-	-	-
	Reduction in Particulate Matter (PM10)	Tons per year	-	-	-
	Reduction in Carbon Dioxide (CO2)	Tons per year	-	-	-
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	-	-	-
	Reduction in Sulphur Oxides (SOx)	Tons per year	-	-	-
	Reduction in Carbon Monoxide (CO)	Tons per year	-	-	-
	Reduction in Nitrogen Oxides (NOx)	Tons per year	-	-	-
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. The proposed project is a capcity increasing project. However, the project itself would not generate additional traffic but is intended to accommodate projected regional growth allow for acceptable roadway operation. Green House Gas (GHG) emissions will be reduced by approximately 30% based on a more efficient truck route, reduction in queuing and truck idling times. It is assumed that 30% less ideling trucks queuing will produce a decrease of 30% in GHG emmissions.				
Economic Development	Jobs Created	Each	-	-	-
	Benefit/Cost Ratio	Ratio		2.48	2035
	Other		-	-	-
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	In preparing the cost/benefit ratio, data and information was used from the "Guidance on Treatment of the Economic Value of a Statistical Life in U.S. Department of Transportation Analyses (2014)" published by the U.S. Department of Transportation. Five year accident data was broken down into annual truck related accidents. Using the suggested 7% reduction, the estimated 20-year total benefit came out to be \$48,352,318.20. The estimated BCA of the project is 2.48. This was calculated by dividing the benefit by the total project cost of \$19,530,000. Please see Appendix A - Benefit-Cost Analysis for a further breakdown of the BCA.				

Active Transportation Program			
County	Route	Project Title	Status
Alameda		14th Street: Safe Routes in the City	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed early 2019.
Alameda		I-80 Gilman Bike/Ped Overcrossing	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by July 2019.
Butte		Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2019.
Humboldt		Humboldt Bay Trail South	Baseline Agreement due four months after program adoption. The 2019 Active Transportation Program was adopted in January 2019, therefore the Baseline Agreement is due by May 2019.
Los Angeles		Orange Avenue Backbone Bikeway and Complete Streets Improvements	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2020.
Los Angeles		Doran Street Grade Separation Active Transportation Access Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by March 2019.
Los Angeles		Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by May 2021.
Placer		Highway 49 Sidewalk Gap Closure	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by August 2019.
Santa Barbara		San Jose Multi-Purpose Path	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by April 2020.

Local Partnership Program - Competitive			
County	Route	Project Title	Status
Alameda		Purchase Hybrid Buses	The environmental is scheduled to be completed by December 2019, due to a proposed change in scope. Commission Staff is working with Caltrans and the implementing agency to determine what actions are required. The project is currently in the planning phase, and environmental is scheduled to be completed by December 2019.
Monterey		Marina - Salinas Multimodal Corridor: Imjin Parkway	Baseline Agreement is due six months after environmental completion. Environmental is expected to be approved by March 2019.
Los Angeles		Metro Orange Line Bus Rapid Transit Improvements	The environmental review was completed on September 27, 2018; however, the Baseline Agreement is pending while further analysis of the environmental outcomes is conducted. Commission Staff is working with Caltrans and the implementing agency to determine what actions are required.

Solutions for Congested Corridors			
County	Route	Project Title	Status
Orange		Orange County Central Corridor Improvement Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by August 2019.

Trade Corridor Enhancement Program			
County	Route	Project Title	Status
San Diego		National City Marine Terminal Rail Track Extension	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2019.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.17
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM – APPROVE THE
BASELINE AGREEMENT FOR THE EVERPORT TERMINAL BERTH
EFFICIENCY AND EMISSION REDUCTION PROJECT
RESOLUTION TCIF-P-1819-05B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Project Baseline Agreement for the Trade Corridors Improvement Fund Project 129, the Everport Terminal Berth Efficiency and Emission Reduction Project, in Los Angeles County?

RECOMMENDATION:

Commission staff recommends that the Commission approve the Trade Corridors Improvement Fund Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

BACKGROUND:

In accordance with the Commission's Trade Corridors Improvement Fund Guidelines, the project's sponsor agency, the Port of Los Angeles, has provided an executed Project Baseline Agreement. Commission staff has reviewed the Project Baseline Agreement and determined that the agreement sets forth the proposed project scope, measurable expected performance benefits, delivery schedule, budget and funding plan, is consistent with the Commission's Trade Corridors Improvement Fund Guidelines and includes the required signatures.

RESOLUTION TCIF-P-1819-05B

Be it Resolved, that the California Transportation Commission does hereby approve the Trade Corridors Improvement Fund Project Baseline Agreement for the Everport Terminal Berth Efficiency and Emission Reduction Project in Los Angeles County.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 13-14, 2019

Reference No.: 4.24
Action

Published Date: March 1, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Christine Gordon
Assistant Deputy Director

Subject: **AMENDMENT TO THE 2019 LOCAL PARTNERSHIP FORMULAIC PROGRAM FUNDING SHARE DISTRIBUTION, RESOLUTION G-19-07, AMENDING RESOLUTION G-18-31**

SUMMARY:

Should the California Transportation Commission (Commission) amend the 2019 Local Partnership Formulaic Program Funding Share Distribution to include incentive funding for three jurisdictions, totaling \$15,000,000 in Fiscal Year 2019-20?

BACKGROUND:

Commission staff recommends that the Commission approve the amendment to the 2019 Local Partnership Formulaic Program Funding Share Distribution to include incentive funding for three jurisdictions, totaling \$15,00,000 in Fiscal Year 2019-20.

Enabling Legislation

Senate Bill 1 (Chapter 5, Statutes of 2017), which created the Local Partnership Program, was signed by the Governor on April 28, 2017. Assembly Bill 115 (Chapter 20, Statutes of 2017), signed by the Governor on June 27, 2017, clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. The objective of the Local Partnership Formulaic Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.

Local Partnership Formulaic Program

The 2019 Local Partnership Formulaic Program is funded from \$100 million annually in state funds authorized by Senate Bill 1 that are appropriated from the Road Maintenance and Rehabilitation Account. Only agencies with Commission-adopted shares and committed local matching funds are eligible to receive funding.

On June 27, 2018, the Commission adopted the 2019 Local Partnership Formulaic Program Funding Share Distribution for Fiscal Year 2019-20, which included shares for 40 agencies and incentive funding for one agency. On October 17, 2018, the Commission adopted the 2019 Local Partnership Formulaic Program.

The Local Partnership Formulaic Program recognizes new or renewed voter approved self-help efforts and incentivizes jurisdictions to pursue future sales tax measures, tolls, or fees. One-time incentive funding is provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, or fees, if those tax measures, tolls, and fees have a minimum period of ten-years, are solely dedicated to transportation, and, for sales taxes, the taxes are equal to or greater than one quarter cent.

The incentive funding is equal to the jurisdiction's projected annual revenue of the voter-approved sales tax initiative, not to exceed \$5,000,000 per measure and \$20,000,000 total annually.

Three agencies informed Commission staff of their successful new and renewed voter-approved self-help efforts. Commission staff reviewed the documents submitted by the agencies to verify eligibility and establish the incentive funding amounts.

This amendment will include the following incentive funding amount to the 2019 Local Partnership Formulaic Program Funding Share Distribution:

- The Transportation Authority of Marin County will receive incentive funding of \$5,000,000, for their renewed voter-approved 30-year half-cent sales tax measure (Measure AA) effective April 1, 2019; and
- The San Mateo County Transit District will receive incentive funding of \$5,000,000, for their new voter-approved 30-year half-cent sales tax measure (Measure W) effective April 1, 2019; and
- The Council of San Benito County Governments will receive incentive funding of \$5,000,000, for their new voter-approved 30-year one cent sales tax measure (Measure G) effective April 1, 2019.

Approval of this amendment to the 2019 Local Partnership Formulaic Program Funding Share Distribution will result in a total of \$20,000,000 of incentive funding to eligible jurisdictions. A total of 41 agencies will receive Local Partnership Formulaic Program shares, including incentive funding, for Fiscal Year 2019-20. The incentive funding is available for programming through June 30, 2021.

In addition, incentive funding for the Fiscal Year 2019-20 has reached the maximum amount granted annually, consistent with the Local Partnership Program Guidelines. The subsequent Local Partnership Competitive Program cycle capacity will be reduced by \$20,000,000 to accommodate the incentive funding.

Attachments:

- Attachment A: Resolution G-19-07, Amending G-18-31
- Attachment B: Amended 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares

California Transportation Commission

**Adoption of the Amendment to the 2019 Local Partnership Formulaic Program
Funding Share Distribution**

RESOLUTION G-19-07

Amending Resolution G-18-31

- 1.1 WHEREAS**, on April 28, 2017, the Governor signed Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 WHEREAS**, On June 27, 2017, the Governor signed Assembly Bill 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in Senate Bill 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 WHEREAS**, the California Transportation Commission (Commission) adopted the 2019 Local Partnership Formulaic Program Funding Share Distribution for Fiscal Year 2019-20 on June 27, 2018, which included shares for 40 agencies; and
- 1.4 WHEREAS**, the Commission adopted the 2019 Local Partnership Formulaic Program on October 17, 2018; and
- 1.5 WHEREAS**, the Local Partnership Formulaic Program recognizes new or renewed voter-approved self-help efforts and incentivizes jurisdictions to pursue future sales tax measures, tolls, or fees; and
- 1.6 WHEREAS**, one-time incentive funding is provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, and fees; and
- 1.7 WHEREAS**, three agencies informed Commission staff of their successful new and renewed voter-approved self-help efforts. Staff reviewed the documents submitted by the agencies to verify eligibility and establish the incentive funding amounts; and
- 1.8 WHEREAS**, the Transportation Authority of Marin County will receive incentive funding of \$5,000,000, for their renewed voter-approved 30-year half-cent sales tax measure (Measure AA) effective April 1, 2019; and
- 1.9 WHEREAS**, the San Mateo County Transit District will receive incentive funding of \$5,000,000, for their new voter-approved 30-year half-cent sales tax measure (Measure W) effective April 1, 2019; and

- 1.10 WHEREAS**, the Council of San Benito County Governments will receive incentive funding of \$5,000,000, for their new voter-approved 30-year one cent sales tax measure (Measure G) effective April 1, 2019; and
- 1.11 WHEREAS**, the aforementioned incentive funding amounts are consistent with the Local Partnership Program Guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED**, that the Commission approves the amended 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares, as reflected in the Attachment; and
- 2.2 BE IT FURTHER RESOLVED**, that, with this amendment, the 2019 Local Partnership Formulaic Program Funding Share Distribution includes 41 agencies with incentive funding totaling \$20,000,000 for Fiscal Year 2019-20; and
- 2.3 BE IT FURTHER RESOLVED**, that with this amendment, the total incentive funding for Fiscal Year 2019-20 is the maximum amount granted annually; and
- 2.4 BE IT FURTHER RESOLVED**, that the subsequent Local Partnership Competitive Program cycle capacity will be reduced by \$20,000,000 to accommodate the incentive funding; and
- 2.5 BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares; and
- 2.6 BE IT FURTHER RESOLVED**, that the Commission directs staff to post the amended 2019 Local Partnership Formulaic Program Eligible Submittals and Proposed Formulaic Shares on the Commission's website.

**Resolution G-19-07, Amending Resolution G-18-31
Amended 2019 Local Partnership Formulaic Program
Eligible Submittals and Proposed Formulaic Shares
(Shares in \$1,000s)**

Local Partnership Formulaic Program		2019-20
Formulaic Program Cycle 2		\$100,000
Incentive Program (funded by Competitive Program Cycle 2)		\$20,000

Proposed Annual Share Distribution		2019-20
Tolls + VRF + parcel/property tax	7.0%	\$6,978
North sales tax	27.3%	\$27,288
South sales tax	65.7%	\$65,733

Shares for Voter-Approved Tolls, VRF, Parcel/Property Taxes		
Applicant Agency (Measure)	Revenue	Funding Share
Bay Area Transportation Authority (RM1, RM2)	285,496	\$4,649
Alameda County Transportation Commission (Measure F-VRF)	13,075	\$213
Transportation Authority Marin County (Measure B-VRF)	2,376	\$100
San Francisco County Transportation Authority (Prop AA-VRF)	5,362	\$100
City/County Association of Governments of San Mateo County (Measure M-VRF)	7,471	\$122
Santa Clara County Valley Transportation Authority (Measure B-VRF)	16,545	\$269
Alameda-Contra Costa Transit District (Parcel Tax)	29,509	\$480
Bay Area Rapid Transit District (Parcel Tax)	51,899	\$845
City of Orinda (Measures J & L-Parcel Tax)	1,686	\$100
Yuba County Depletion Surcharge (Measure D-Parcel Tax)	483	\$100
Totals	413,902	\$6,978

Shares Based on Voter-Approved Sales Taxes - North		
County (Agency)	Population	Funding Share
Alameda (Alameda County Transportation Commission)	1,660,202	\$3,589
Contra Costa (Contra Costa Transportation Authority)	1,149,363	\$2,486
Fresno (Fresno County Transportation Authority)	1,007,229	\$2,173
Lake (City of Clearlake)	15,917	\$100
Madera (Madera County Transportation Authority)	158,894	\$341
Marin (Transportation Authority Marin County)	263,886	\$383
Marin (Sonoma Marin Area Rail Transit District)	-	\$192
Mendocino (City of Fort Bragg)	7,512	\$100
Mendocino (City of Point Arena)	448	\$100
Mendocino (City of Willits)	5,128	\$100
Merced (Merced County Transportation Authority)	279,977	\$599
Monterey (Transportation Agency for Monterey County)	443,281	\$724
Monterey (Monterey-Salinas Transit District)	-	\$241
Napa (Napa Valley Transportation Authority)	141,294	\$311
Nevada (Nevada City)	3,226	\$100
Nevada (Town of Truckee)	16,681	\$100
Sacramento (Sacramento Transportation Authority)	1,529,501	\$3,304
San Francisco (San Francisco County Transportation Authority)	883,963	\$1,907
San Joaquin (San Joaquin County Transportation Authority)	758,744	\$1,629
San Mateo (San Mateo County Transportation Authority)	774,155	\$840
San Mateo (San Mateo County Transit District)	-	\$840
Santa Clara (Santa Clara County Valley Transportation Authority)	1,956,598	\$4,228
Santa Cruz (Santa Cruz County Regional Transportation Commission)	276,864	\$302
Santa Cruz (Santa Cruz Metropolitan Transit District)	-	\$302
Sonoma (Sonoma County Transportation Authority)	503,332	\$551
Sonoma (Sonoma Marin Area Rail Transit District)	-	\$551
Stanislaus (Stanislaus County Transportation Authority)	555,624	\$1,196
Totals	12,391,819	\$27,288

Funding Shares Based on Voter-Approved Sales Taxes - South		
County (Agency)	Population	Funding Share
Imperial (Imperial County Local Transportation Authority)	190,624	\$556
Los Angeles (Los Angeles County Metropolitan Transportation Authority)	10,283,729	\$29,973
Orange (Orange County Transportation Authority)	3,221,103	\$9,388
Riverside (Riverside County Transportation Commission)	2,415,955	\$7,042
San Bernardino (San Bernardino County Transportation Authority)	2,174,938	\$6,339
San Diego (San Diego County Regional Transportation Commission)	3,337,456	\$9,727
Santa Barbara (Santa Barbara County Local Transportation Authority)	453,457	\$1,322
Tulare (Tulare County Transportation Authority)	475,834	\$1,387
Totals	22,553,096	\$65,733

Shares for Agencies through Local Partnership Program Incentive Grant		
Applicant Agency (Measure)		Funding Share
San Mateo (San Mateo County Transit District) (Measure W)		\$5,000
Marin (Transportation Authority Marin County) (Measure AA)		\$5,000
Council of San Benito County of Governments (Measure G)		\$5,000
Bay Area Transportation Authority (RM3)		\$5,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.1a.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **SHOPP AMENDMENT 18H-008**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to amend the 2018 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 18H-008?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 18H-008 that will amend the 2018 SHOPP Program, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends 22 new capital projects be amended into the 2018 SHOPP, as detailed in Attachment 1. These amendments, summarized below, would be funded from the Major Damage Restoration, Collision Reduction and 2018 SHOPP programming capacity. These projects are consistent with the 2018 Transportation Asset Management Plan (TAMP).

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Major Damage Restoration	16	\$66,652	\$1,725		\$9,114
Collision Reduction	6	\$0	\$3,145	\$5,368	\$46,951
Total New Amendments	22	\$66,652	\$4,870	\$5,368	\$56,065

The Department recommends two additional new capital projects amended into the 2018 SHOPP, targeted to the four asset classes highlighted in Senate Bill 1, as detailed in Attachment 2 and summarized below. The amendment would be funded from the Bridge Preservation and the Roadway Preservation components of Senate Bill 1. This project is consistent with the 2018 TAMP.

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Bridge Preservation	1				\$5,894
Roadway Preservation	1				\$40,400
Total New Amendments	2				\$46,294

Also, the Department recommends to begin the development of two new Long Lead projects, as detailed in Attachment 3. Resolution G-00-13, established in June 2000, provides the Department with authority to develop Long Lead SHOPP projects which require periods longer than the standard four-year SHOPP cycle. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

The Department further recommends that the capital projects, detailed in Attachment 4 and Attachment 5, be amended in the 2018 SHOPP to update scope, schedule, cost and make other technical changes. The amended projects are consistent with the Commission-adopted 2018 TAMP.

BACKGROUND:

In each even-numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration						
1 01-Hum-101 80.8 8507 0119000041 0J450	In Eureka, at 1.4 miles north of V Street. Repair tide gate.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$500 \$25 <u>\$1,000</u> \$1,550	18-19 18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
2 01-Hum-200 R2.6 2523 0119000039 0J440	Near Arcata, at Route 200/299 Separation Bridge No. 04-0184. High load bridge hit repair.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$1,000 \$10 <u>\$2,500</u> \$3,515	18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
3 02-Tri-299 32.0/33.0 3746 0219000073 0J220	Near Helena, from 0.5 mile east of Wheel Gulch Road to 3.8 miles west of East Fork Road. Remove slide material and stabilize slopes.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,200 \$50 <u>\$5,000</u> \$6,250	18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
4 02-Tri-299 40.8/41.2 3745 0219000056 0J090	Near Junction City, from 0.6 mile east of Valdor Drive to 0.1 mile west of Powerhouse Road. Remove slide material and install rockfall protection.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$700 \$40 <u>\$2,500</u> \$3,240	18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
5 03-But-191 0.0/11.3 2297 0319000059 4H830	In and near Paradise, on various routes and locations. Fire damage repairs; fencing, guardrail and sign replacement, remove trees and debris, rock scaling, provide traffic control, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$30 \$4,000 \$100 <u>\$20,000</u> \$24,130	18-19 18-19 18-19 18-19 18-19	201.130 Assembly: 3 Senate: 4 Congress: 1 5 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
6 03-Pla-65 R13.0/R13.1 4902 0318000332 4H560	In Lincoln, at South Ingram Slough Bridge No. 19 -0188L/R. Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures.	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$220 \$280 \$15 \$210 \$0 \$1,000 \$1,725	18-19 19-20 19-20 19-20 19-20 19-20 19-20 201.131 Assembly: 6 Senate: 1 Congress: 4 1 Location(s)
7 03-Sac-160 L7.0 5874 0319000074 4H900	Near Rio Vista, at Three Mile Slough Bridge No. 24 -0121. Repair mechanical components of bridge.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$200 \$0 \$500 \$700	18-19 18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 11 Senate: 3 Congress: 3 1 Location(s)
8 05-Mon-1 35.7/35.9 2905 0518000220 1K540	Near Big Sur, at Julia Pfeiffer Burns State Park. Repair slip out.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$85 \$15 \$200 \$10 \$600 \$910	18-19 18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 30 Senate: 17 Congress: 20 1 Location(s)
9 06-Tul-99 41.1/48.8 6993 0619000081 0Y680	Near Goshen, from 2.1 miles north of Route 198 to 0.1 mile north of Merritt Drive. Remove and replace failed pavement.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$300 \$0 \$900 \$1,200	18-19 18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 26 Senate: 14 Congress: 22 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
10 07-LA-1 40.7/59.9 5476 0719000134 1XK30	In and near Malibu, from Route 27 to Route 23. Fire damage repairs; guardrail and sign replacement, remove debris, regrade slopes, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$1,400 \$100 \$5,500 \$7,050	201.130 Assembly: 50 Senate: 27 Congress: 33 1 Location(s)
11 07-LA-23 0.0/8.4 5474 0719000131 1XK10	In and near Malibu, from Route 1 to 0.1 mile south of Country Ranch Road; also on Route 1 from Route 23 to Deer Creek Road (PM LA-59.9/Ven-2.6). Fire damage repairs; guardrail and sign replacement, remove debris, regrade slopes, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$100 \$1,500 \$100 \$5,200 \$6,900	201.130 Assembly: 44, 50 Senate: 27 Congress: 26, 33 2 Location(s)
12 07-LA-91 R7.2/R10.7 5478 0719000148 1XK50	In and near Compton, from Avalon Undercrossing to Santa Fe Avenue. Repair eroded slopes, fence, irrigation line, and pavement.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$10 \$110 \$0 \$550 \$670	201.130 Assembly: 64 Senate: 35 Congress: 44 4 Location(s)
13 07-LA-101 27.3/36.2 5473 0719000125 1XK00	In the city of Los Angeles, from Valley Circle to Reyes Adobe Road. Fire damage repairs; fencing, guardrail and sign replacement, remove trees and debris, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$1,550 \$50 \$6,500 \$8,150	201.130 Assembly: 45, 50 Senate: 27 Congress: 33 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued						
14 07-LA-110 23.1 5485 0718000272 35330	In the city of Los Angeles, at Third Street Overcrossing Bridge No. 53-0684. Replace bridge railing with concrete barriers and upgrade lighting. PA&ED: 10/2/2019 R/W: 10/3/2021 RTL: 11/3/2021 BC: 10/30/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$822 \$2,085 \$12 \$1,630 \$18 <u>\$4,547</u> \$9,114	18-19 19-20 19-20 21-22 19-20 21-22	201.131 Assembly: 51,53 Senate: 24 Congress: 34 1 Location(s)
15 07-LA-405 19.0/19.2 5477 0719000143 1XK40	In Hawthorne, at Rosencrans Avenue. Repair broken irrigation line, eroded slope, damaged pavement, fencing, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$80 \$0 <u>\$317</u> \$402	18-19 18-19 18-19	201.130 Assembly: 62 Senate: 35 Congress: 43 1 Location(s)
16 07-Ven-101 8.9/9.8 5475 0719000135 1XK20	In and near Thousand Oaks, from 1.0 mile north of Wendy Drive to 1.0 mile south of Camarillo Springs Road. Fire damage repairs; fencing, guardrail and sign replacement, remove debris and loose rocks, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$500 \$25 <u>\$1,435</u> \$1,985	18-19 18-19 18-19 18-19	201.130 Assembly: 44 Senate: 27 Congress: 26 1 Location(s)
Collision Reduction						
17 02-Sha-299 44.3/44.9 3742 0219000027 4H930	Near Redding, from 1.9 miles west to 1.3 miles west of Du Bois Road. Curve improvement. PA&ED: 12/15/2020 R/W: 12/15/2021 RTL: 2/9/2022 BC: 6/7/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,310 \$1,290 \$280 \$1,990 \$230 <u>\$6,835</u> \$11,935	18-19 20-21 20-21 21-22 20-21 21-22	201.010 Assembly: 1 Senate: 1 Congress: 1 38 Collision(s) reduced

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
Collision Reduction, continued						
18 03-Pla-65 R7.8/R12.0 4901 0318000331 4H550	In Placer, Sacramento, and Nevada Counties on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. PA&ED: 9/23/2019 R/W: 2/17/2020 RTL: 3/2/2020 BC: 8/3/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$200 \$290 \$35 \$320 \$0 \$2,300 \$3,145	18-19 19-20 19-20 19-20 19-20 19-20	201.010 Assembly: 1, 6, 7 Senate: 1, 4, 6 Congress: 1, 4, 6 153 Collision(s) reduced
19 04-CC-4 R1.0/R9.0 1454F 0417000161 3K440	In and near Martinez, from East Hercules Underpass to west of Pine Street/Center Avenue. Install safety lighting and apply High Friction Surface Treatment (HFST). PA&ED: 10/1/2020 R/W: 5/2/2022 RTL: 6/1/2022 BC: 3/1/2023	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$920 \$1,300 \$41 \$1,579 \$5 \$7,870 \$11,715	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 14, 15 Senate: 3, 7 Congress: 5, 11 68 Collision(s) reduced
20 05-SLO-101 38.5/39.4 2765 0518000035 1J710	Near Santa Margarita, from north of Route 58 to 2.9 miles south of Santa Barbara Road. Super elevation corrections, Open Graded Asphalt Concrete (OGAC) overlay and replace guardrail. PA&ED: 1/31/2019 R/W: 4/1/2020 RTL: 7/8/2020 BC: 10/5/2020	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$968 \$27 \$866 \$3 \$3,504 \$5,368	18-19 18-19 20-21 20-21 20-21	201.010 Assembly: 35 Senate: 17 Congress: 24 67 Collision(s) reduced
21 10-Ama-88 6.2 3418 1018000075 1J050	Near Lone, at Buena Vista Road. Improve safety by constructing a roundabout. PA&ED: 11/16/2020 R/W: 5/24/2022 RTL: 6/24/2022 BC: 12/30/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,390 \$1,679 \$491 \$1,503 \$1,022 \$6,067 \$12,152	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 5 Senate: 14 Congress: 4 34 Collision(s) reduced

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction, continued						
22 12-Ora-22 R10.7/R12.7 2970A 1216000129 0Q320	In the cities of Orange and Santa Ana, from 0.2 mile east of Route 5 to 0.2 mile west of Tustin Avenue. Replace median barrier, add safety lighting and improve drainage.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$814 \$1,396 \$2 \$2,437 \$0 <u>\$6,500</u> \$11,149	18-19 19-20 19-20 21-22 21-22	201.010 Assembly: 68,69 Senate: 34,37 Congress: 46 120 Collision(s) reduced
	PA&ED: 5/1/2020 R/W: 10/1/2021 RTL: 12/1/2021 BC: 9/1/2022					

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.																		
Bridge Preservation																							
1 12-Ora-73 12.9/R26.8 4080 1218000079 0R340	In Laguna Hills, Laguna Niguel, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Moulton Parkway to Bristol Street. Rehabilitate bridge decks, bridge joints and approach slabs to preserve service life on ten bridges.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$494 \$1,294 \$0 \$1,007 \$5 <u>\$3,094</u> \$5,894	18-19 19-20 21-22 21-22 21-22 201.110 Assembly: 73,74 Senate: 36,37 Congress: 45,48																		
PA&ED: 4/2/2020 R/W: 7/1/2021 RTL: 8/2/2021 BC: 3/2/2022																							
Performance Measure: Bridges (10 bridge(s))																							
<table><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Square feet</td><td>0.0</td><td>0.0</td><td>242,986.0</td><td>242,986.0</td></tr><tr><td>Post Condition</td><td>Square feet</td><td>242,986.0</td><td>0.0</td><td>0.0</td><td>242,986.0</td></tr></table>							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Square feet	0.0	0.0	242,986.0	242,986.0	Post Condition	Square feet	242,986.0	0.0	0.0	242,986.0
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																		
Existing Condition	Square feet	0.0	0.0	242,986.0	242,986.0																		
Post Condition	Square feet	242,986.0	0.0	0.0	242,986.0																		
Roadway Preservation																							
2 12-Ora-Var 3959 1218000117 0R560	In the cities of Santa Ana, Tustin, Irvine, Newport Beach, Costa Mesa, and Anaheim on various routes. Rehabilitate pavement by repairing broken concrete slabs and replacing asphalt concrete with Rubberized Hot Mix Asphalt (RHMA-G) at 17 connectors, one ramp and one overcrossing.	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$3,000 \$5,400 \$0 \$5,500 \$0 <u>\$26,500</u> \$40,400	18-19 20-21 21-22 21-22 21-22 201.121 Assembly: 68,69,74 Senate: 37,46,48 Congress: 45,46,48																		
PA&ED: 8/1/2020 R/W: 4/1/2022 RTL: 5/1/2022 BC: 11/1/2022																							
Performance Measure: Pavement																							
<table><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Lane mile(s)</td><td>0.0</td><td>19.4</td><td>0.0</td><td>19.4</td></tr><tr><td>Post Condition</td><td>Lane mile(s)</td><td>19.4</td><td>0.0</td><td>0.0</td><td>19.4</td></tr></table>							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	0.0	19.4	0.0	19.4	Post Condition	Lane mile(s)	19.4	0.0	0.0	19.4
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																		
Existing Condition	Lane mile(s)	0.0	19.4	0.0	19.4																		
Post Condition	Lane mile(s)	19.4	0.0	0.0	19.4																		

List of New 2018 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No.

Dist-Co-Rte

PM

PPNO

Project ID

EA

Project Location and Description of Work

FY

**Project Costs
(\$1,000)**

**Program Code
Leg./Congress. Dists.
Perf. Meas.**

Roadway Preservation

1	In and near Visalia, from Route 198 to east of Sol	22-23	PA&ED	\$2,500	18-19	201.120
06-Tul-216	Road. Rehabilitate roadway by replacing distressed		* PS&E	\$1,900	21-22	Assembly: 26
0.0/R2.9	asphalt, provide non-motorized transportation		* R/W Sup	\$200	21-22	Senate: 16
6696	facilities and bring Americans with Disabilities Act		* Con Sup	\$2,800	22-23	Congress: 22
0618000012	(ADA) facilities to current standards.		* R/W Cap	\$1,500	21-22	
0W900	(Long Lead Project)		* <u>Const Cap</u>	<u>\$16,900</u>	22-23	
			Total	\$25,800		
	PA&ED: 6/2/2021					
	R/W: 1/3/2023					
	RTL: 1/10/2023					
	BC: 10/9/2023					

* Phase NOT Authorized.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	4.5	0.9	5.4
Post Condition	Lane mile(s)	5.4	0.0	0.0	5.4

List of New 2018 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No.

Dist-Co-Rte

PM

PPNO

Project ID

EA

Project Location and Description of Work
 Performance Measure

FY
 Program Code

Project Costs
 (\$1,000)

2	In Stockton, from Route 5 to Route 99. Install ramp	21-22	PA&ED	\$2,177	Prior	\$2,177	Prior
10-SJ-4	meters, traffic monitoring systems, Closed Circuit	22-23	* PS&E	\$2,697	19-20	\$6,057	20-21
R16.0/R19.4	Television (CCTV), and synchronize intersection	201.315	* R/W Sup	\$667	19-20	\$695	20-21
3274	signals with ramp metering.		* Con Sup	\$4,220	21-22	\$9,438	22-23
1016000077	(Long Lead Project)		* R/W Cap	\$1,269	19-20	\$1,332	22-23
1F180			* <u>Const Cap</u>	<u>\$17,513</u>	21-22	<u>\$39,097</u>	22-23
			Total	\$28,543		\$58,796	

Performance Measure

~~8 Field element(s)~~

14 Field Element(s)

* Phase NOT Authorized.

Note: Delay in delivery year to address additional needs, causing the project to be delivered in the next SHOPP cycle, making it a Long Lead project.

Performance Measure: TMS Elements				
	Good	Poor		
<u>Unit</u>	<u>(Operational)</u>	<u>(Not Operational)</u>	<u>Quantity</u>	
Existing Condition Field element(s)	0.0%	0.0%	0.0	
Post Condition Field element(s)	100.0%	0.0%	14.0	

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)	
1 01-Hum-254 6.8/42.1 2524 0119000032 40951	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Environmental mitigation for culvert rehabilitation project EA 40950. <u>Performance Measure</u> 0 Culvert(s)	18-19 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$130 \$0 <u>\$51</u> <u>\$181</u> 18-19 18-19

Note: Split off environmental mitigation work for EA 40950/PPNO 01-2270 under EA 40951/PPNO 01-2524.

Performance Measure: Culverts (0 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	0.0	0.0
Post Condition	Linear feet	0.0	0.0	0.0	0.0

2 02-Tri-36 R34.7/R35.3 3653 0216000093 2H050	Near Platina, from 3.7 miles to 3.0 miles west of Hayfork Creek Bridge. Curve improvement. <u>Performance Measure</u> 12 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$760 \$1,130 \$130 \$1,680 \$52 <u>\$5,280</u> <u>\$9,032</u>	Prior Prior Prior 19-20 19-20 19-20 19-20	\$760 \$1,130 \$130 \$1,680 \$52 <u>\$6,135</u> <u>\$9,887</u>	Prior Prior Prior 19-20 19-20 19-20 19-20
--	---	------------------	---	--	---	--	---

Note: Construction capital increased due to a refined estimate to reflect current bid prices, and also due to the discovery of naturally occurring asbestos that increased the cost of roadway excavation.

3 04-Son-121 3.4/6.5 0738 0400020007 0G680	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, extend 2-way left turn lane , and install rumble strips. <u>Performance Measure</u> 13 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,500 \$3,750 \$1,800 \$4,200 \$6,264 <u>\$25,000</u> <u>\$43,514</u>	Prior 18-19 Prior 19-20 19-20 19-20 19-20	\$2,500 \$3,750 \$1,800 \$5,000 \$7,892 <u>\$30,089</u> <u>\$51,031</u>	Prior 18-19 Prior 19-20 19-20 19-20 19-20
---	--	------------------	---	---	---	---	---

Note: Widen shoulders from PM 6.1 to PM 6.5 to 8 feet, from the existing 2 - 6 feet to reduce road departure crashes and extend the 2-way left turn lane one mile south to provide driveway access. Construction support and capital are both increasing to accommodate the additional work, and R/W capital is increasing due to the additional parcel needs.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code			Project Costs (\$1,000)		
4 07-LA-210 R33.7/R39.8 4705 0714000033 30170	In the cities of Monrovia, Duarte, Irwindale and Azusa, from Myrtle Avenue to Azusa Avenue. Stabilize soil and erosion control. <u>Performance Measure</u> 18.3 Acre(s) treated/pollutant	21-22 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$144 \$1,175 \$30 \$1,054 \$30 \$3,662 \$6,095	Prior Prior Prior 49-20 49-20 49-20	\$144 \$1,175 \$30 \$1,144 \$88 \$3,976 \$6,557	Prior Prior Prior 21-22 21-22 21-22

Note: This project is being delayed to avoid conflicts with other projects that would have destroyed some of this project's planned work. The proposed construction cost increases are due to anticipated cost inflation due to the schedule delay. The R/W cost increase is due to utility potholing and subsequent utility relocation.

5 08-SBd-15 R20.6/R20.9 3006U 0817000032 1H390	Near Hesperia, from 0.6 mile north of Cleghorn Road Undercrossing to 0.5 mile south of Route 138 at the southbound Cajon Truck Facility-; also from 0.5 mile south of Cajon Summit to 1.8 miles south of Oak Hill Road (PM R25.5L/R26.8L) Overcrossing. Reconstruct southbound truck scale that was destroyed by the Blue Cut Fire. Construct new southbound weigh station and truck safety inspection facility at Cajon Pass and perform demo work at previous location, which was destroyed by the Blue Cut Fire.	20-21 21-22 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$286 \$408 \$20 \$550 \$10 \$2,146 \$3,500	Prior 20-21 20-21 20-21 20-21 20-21	\$286 \$2,400 \$110 \$3,300 \$20 \$11,010 \$17,126	Prior 20-21 20-21 21-22 21-22 21-22
<u>Performance Measure</u> 1 Location(s)							

Note: Rather than rebuild on the previous site, a new location for the new vehicle inspection station was chosen because it will allow for higher volumes, as well as providing an expanded truck safety inspection area. The new location will require more PS&E, R/W support, R/W capital, construction support, and construction capital because of the expanded design. The delivery schedule moved from 20-21 to 21-22 to accommodate the new design.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
6 08-SBd-40 R125.0/R154.6 3003J 0815000201 0R142	In and near Needles, from 4.5 miles east of Homer Wash to Arizona State line. Regrade and flatten median cross slope. <u>Performance Measure</u> 88 Collision(s) reduced 192 Collision(s) reduced	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,900 \$2,300 \$200 \$2,800 \$5,006 \$19,134 \$32,340	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$2,900 \$2,300 \$200 \$2,800 \$5,006 \$23,648 \$36,854	Prior 18-19 18-19 19-20 19-20 19-20 19-20

Note: The construction capital cost increase is due to the item costs in the PID being underestimated. The performance measure is being updated to current performance calculation criteria.

7 10-Mer-5 0-4/0-8 0.5/0.8 3215 1016000046 1C790	Near Los Banos and Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area (SRRA). Upgrade Rehabilitate northbound and southbound SRRA facilities. <u>Performance Measure</u> 2 Location(s)	21-22 20-21 201.250	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$925 \$2,970 \$10 \$3,150 \$5 \$16,700 \$23,760	Prior Prior 19-20 21-22 19-20 21-22 19-20	\$925 \$2,970 \$10 \$3,150 \$5 \$23,913 \$30,973	Prior Prior 19-20 20-21 19-20 20-21
--	--	---	---	---	---	--	--

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)

Note: Advance construction year to coordinate construction activities with SHOPP project EA 0W620/PPNO 10-3008. Increase construction capital costs based on updated pavement, concrete, water and waste water estimates. Update project post mile limits and project description for the approved project scope.

8 10-Mer-99 R12.6/17.7 R12.6/17.8 3089 1014000144 1C170	In and near the city of Merced, from south of Childs Avenue to south of Franklin Road. Roadway rehabilitation. (G13 Contingency) <u>Performance Measure</u> 19.6 Lane mile(s)	19-20 201.122	PA&ED PS&E R/W Sup * Con Sup R/W Cap <u>* Const Cap</u> Total	\$1,600 \$3,700 \$122 \$10,400 \$95 \$50,000 \$65,917	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,600 \$3,700 \$122 \$10,400 \$95 \$50,000 \$65,917	Prior Prior Prior 19-20 19-20 19-20 19-20
---	--	------------------	---	--	---	---	---

* Phase NOT Authorized.

Note: Update post mile limits to encompass location of a Changeable Message Sign (CMS).

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	11.5	8.1	19.6
Post Condition	Lane mile(s)	19.6	0.0	0.0	19.6

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)
9 10-Mpa-140 21.2/21.4 3151 1013000240 0Y590	In the Mariposa community, from 3rd Street to 7th street. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) Standards. <u>Performance Measure</u> 8 Curb ramp(s)	21-22 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$739 Prior \$626 19-20 \$453 19-20 \$592 21-22 \$55 19-20 \$1,326 21-22 \$3,791

Note: Delete project. Scope of work has been added to EA 0Y600/PPNO 10-3131.

10 10-Mpa-140 21.2/21.8 3131 1013000244 0Y600	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity and to make compliant with the Americans with Disabilities Act (ADA) Standards. <u>Performance Measure</u> 24 Collision(s) reduced 13 Collision(s) reduced	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$296 Prior \$628 Prior \$411 Prior \$390 19-20 \$159 19-20 \$1,550 19-20 \$3,434	\$296 Prior \$628 Prior \$411 Prior \$600 19-20 \$33 19-20 \$1,949 19-20 \$3,917
--	--	------------------	--	---	--

Note: Update project description and increase construction cost estimate with the addition of curb ramp work previously programmed in EA 0Y590/PPNO 10-3151. Revised performance measure with updated methodology.

11 10-SJ-4 R16.0/R19.4 3274 1016000077 1F180	In Stockton, from Route 5 to Route 99. Install ramp meters, traffic monitoring systems, Closed Circuit Television (CCTV), and synchronize intersection signals with ramp metering. (Long Lead Project) <u>Performance Measure</u> 8 Field element(s) 14 Field Element(s)	21-22 22-23 201.315	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * Const Cap Total	\$2,177 Prior \$2,697 19-20 \$667 19-20 \$4,220 21-22 \$1,269 19-20 \$17,513 21-22 \$28,543	\$2,177 Prior \$6,057 20-21 \$695 20-21 \$9,438 22-23 \$1,332 22-23 \$39,097 22-23 \$58,796
---	---	---------------------------	--	---	---

* Phase NOT Authorized.

Note: Delay in delivery year to address additional needs, causing the project to be delivered in the next SHOPP cycle, making it a Long Lead project.

Performance Measure: TMS Elements				
	Good (Operational)	Poor (Not Operational)		
<u>Unit</u>			<u>Quantity</u>	
Existing Condition Field element(s)	0.0%	0.0%	0.0	
Post Condition Field element(s)	100.0%	0.0%	14.0	

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
12 10-SJ-99 17.2 3148 1013000265 0X310	In Stockton, at Route 4/99 Separation (Farmington Road Overcrossing) Bridge No. 29-0155. Replace structure to provide standard vertical clearance. <u>Performance Measure</u> 1 Bridge(s)	19-20 201.322	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$673 \$2,092 \$147 \$1,984 \$298 \$5,776 \$10,970	Prior Prior Prior 19-20 19-20 19-20 19-20	\$673 \$2,092 \$147 \$1,984 \$298 \$5,776 \$12,492	Prior Prior Prior 19-20 19-20 19-20 19-20	

Note: Update construction capital estimate to reflect current unit prices, longer piles and bigger footings needed, and additional architectural features to be consistent with the Route 99 corridor.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	7,567.0	7,567.0
Post Condition	Square feet	7,567.0	0.0	0.0	7,567.0

13 10-SJ-205 R4.5/R9.0 3146 1014000146 1C330	In Tracy, from Byron Road Undercrossing to Paradise Road Overcrossing. Install ramp meters and other Intelligent Transportation System (ITS) Transportation Management System (TMS) elements.	20-21 21-22 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,057 \$3,500 \$979 \$2,834 \$4,830 \$13,257 \$26,454	Prior Prior Prior 20-21 20-21 20-21 20-21	\$1,057 \$3,500 \$979 \$5,600 \$3,260 \$26,632 \$41,028	Prior Prior Prior 21-22 21-22 21-22 21-22
	<u>Performance Measure</u> 14 Field element(s) 28 Field element(s)						

Note: Delay construction support, construction capital, and right of way capital, as well as increase construction capital and support costs due to additional structure widening needed to accommodate ramp widening. Update project performance measure with updated methodology.

Performance Measure: TMS Elements				
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	0.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	28.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
14 10-Sta-99 R13.8/R17.6 R13.9/R17.6 3189 1016000027 0X670	In and near Modesto, at various locations from 0.4 mile south of South Modesto Undercrossing to Woodland Avenue. Pave areas behind the gore and at slopes, upgrade guardrail and place vegetative control and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and improve highway worker safety.	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$330 \$1,232 \$0 \$673 \$8 <u>\$3,692</u> \$5,935	Prior Prior 19-20 18-19 19-20	\$330 \$1,232 \$0 \$673 \$8 <u>\$3,692</u> \$5,935	Prior Prior 19-20 18-19 19-20

Performance Measure

~~31 Location(s)~~

29 Location(s)

Note: Refined project description and post mile limits, updated performance measure metrics due to location error and elimination of another location due to overlap with project EA 40350/PPNO 10-0944M.

15 11-Imp-78 72.1/73.8 1283 1115000052 42050 4306U	In Imperial County, from 0.4 mile east of Mitchell Camp Road to 1.6 miles west of Stallard Road at various locations. Culvert replacement. <u>Performance Measure</u> 6 Culvert(s) 10 Culvert(s)	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$177 \$409 \$0 \$204 \$0 <u>\$687</u> \$1,474	Prior Prior 19-20 19-20 19-20	\$177 \$409 \$0 \$391 \$0 <u>\$1,816</u> \$2,793	Prior Prior 19-20 19-20
--	---	------------------	---	--	---	--	----------------------------------

Note: Project EA 42050/PPNO 11-1283 is combined with similar scope EA 42060/PPNO 11-0602 under EA 4306U/PPNO 11-1283 to enable efficiencies in project development and construction costs. Construction capital is increasing because of a change in strategy from slip lining to full culvert replacement, due to conditions identified during field investigations.

Performance Measure: Culverts (10 each)

	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	409.0	748.0	1,157.0
Post Condition	Linear feet	1,157.0	0.0	0.0	1,157.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
16 11-SD-5 0.4/72.4 1237 1116000097 42550	In San Diego County, at various locations on various routes. Replace aging roadside sign panels with retroreflective sheeting.	19-20 201.170	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$355 \$0 \$325 \$0 <u>\$1,962</u> <u>\$2,642</u>	Prior 19-20 19-20	\$0 \$355 \$0 \$550 \$0 \$2,462 \$3,367	 19-20 19-20
	<u>Performance Measure</u> 936 Sign(s) 3,772 Sign(s)						

Note: The support and capital construction cost increase is due to the large number of small single post signs within the limits of the project. Field studies revealed that most signs needing replacement were smaller, less costly single post signs rather than more expensive two post signs.

17 11-SD-Var 1127 1114000056 41810	In San Diego County, on Routes 5, 15, 75 and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with Americans with Disabilities Act (ADA) Standards.	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$881 \$2,425 \$101 \$1,658 \$110 <u>\$2,766</u> <u>\$7,944</u>	Prior Prior 18-19 19-20 19-20 19-20	\$881 \$2,425 \$101 \$1,300 \$110 \$3,552 \$8,369	Prior Prior 18-19 19-20 19-20 19-20
	<u>Performance Measure</u> 408 Curb ramp(s) 72 Curb ramp(s)						

Note: There is a reduction of 36 curb ramps because some have been upgraded by other projects, and others were found to be in compliance with design standards. After further evaluation, construction capital cost increased because the current total cost of each curb ramp is approximately double of the original estimate. Construction support is reduced because there are fewer curb ramps.

18 12-Ora-74 11.5/16.6 4218 1215000024 0P030	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST).	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$2,965 \$4,826 \$1,018 \$7,206 \$719 <u>\$35,611</u> \$52,345	Prior 18-19 18-19 19-20 19-20 19-20	\$2,965 \$4,826 \$1,018 \$7,206 \$719 <u>\$35,611</u> \$52,345	Prior 18-19 18-19 19-20 19-20 19-20
	<u>Performance Measure</u> 460 Collision(s) reduced 167 Collision(s) reduced						

Note: Technical correction to performance to correct error reported at the January 2017 CTC meeting.

**List of 2018 SHOPP Amendments
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
 for Senate Bill 1 Projects**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)	
1 44-1mp-115 10-9/14-4 0602 4415000053 42060	In Imperial County, from Mets Road to Blodgett Road. Culvert replacement. <u>Performance Measure</u> 4 Culvert(s)	19-20 201-151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$165 \$371 \$0 \$190 \$0 <u>\$419</u> \$1,145
				Prior Prior 19-20 19-20

Note: Project EA 42050/PPNO 11-1283 is combined with similar scope EA 42060/PPNO 11-0602 under EA 4306U/PPNO 11-1283 to enable efficiencies in project development and construction costs. Construction capital is increasing because of a change in strategy from slip lining to full culvert replacement, due to conditions identified during field investigations.

Performance Measure: Culverts (each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	0.0	0.0
Post Condition	Linear feet	0.0	0.0	0.0	0.0

Tab 62 - YELLOW REPLACEMENT ITEM

Reference No.: 2.1a.(1)
March 13-14, 2019
Attachment 1
Page 1 of 6

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration						
1 01-Hum-101 80.8 8507 0119000041 0J450	In Eureka, at 1.4 miles north of V Street. Repair tide gate.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$500 \$25 <u>\$1,000</u> \$1,550	18-19 18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
2 01-Hum-200 R2.6 2523 0119000039 0J440	Near Arcata, at Route 200/299 Separation Bridge No. 04-0184. High load bridge hit repair.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$1,000 \$10 <u>\$2,500</u> \$3,515	18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
3 02-Tri-299 32.0/33.0 3746 0219000073 0J220	Near Helena, from 0.5 mile east of Wheel Gulch Road to 3.8 miles west of East Fork Road. Remove slide material and stabilize slopes.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,200 \$50 <u>\$5,000</u> \$6,250	18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
4 02-Tri-299 40.8/41.2 3745 0219000056 0J090	Near Junction City, from 0.6 mile east of Valdor Drive to 0.1 mile west of Powerhouse Road. Remove slide material and install rockfall protection.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$700 \$40 <u>\$2,500</u> \$3,240	18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
5 03-But-191 0.0/11.3 2297 0319000059 4H830	In and near Paradise, on various routes and locations. Fire damage repairs; fencing, guardrail and sign replacement, remove trees and debris, rock scaling, provide traffic control, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$30 \$4,000 \$100 <u>\$20,000</u> \$24,130	18-19 18-19 18-19 18-19 18-19	201.130 Assembly: 3 Senate: 4 Congress: 1 5 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
6 03-Pla-65 R13.0/R13.1 4902 0318000332 4H560	In Lincoln, at South Ingram Slough Bridge No. 19 -0188L/R. Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. PA&ED: 10/23/2019 R/W: 4/9/2020 RTL: 4/30/2020 BC: 9/10/2020 (Concurrent COS allocation under Resolution FP-18-53.)	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$220 \$280 \$15 \$210 \$0 \$1,000 \$1,725	18-19 19-20 19-20 19-20 19-20 19-20 201.131 Assembly: 6 Senate: 1 Congress: 4 1 Location(s)
7 03-Sac-160 L7.0 5874 0319000074 4H900	Near Rio Vista, at Three Mile Slough Bridge No. 24 -0121. Repair mechanical components of bridge.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$200 \$0 \$500 \$700	18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 11 Senate: 3 Congress: 3 1 Location(s)
8 05-Mon-1 35.7/35.9 2905 0518000220 1K540	Near Big Sur, at Julia Pfeiffer Burns State Park. Repair slip out.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$85 \$15 \$200 \$10 \$600 \$910	18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 30 Senate: 17 Congress: 20 1 Location(s)
9 06-Tul-99 41.1/48.8 6993 0619000081 0Y680	Near Goshen, from 2.1 miles north of Route 198 to 0.1 mile north of Merritt Drive. Remove and replace failed pavement.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$300 \$0 \$900 \$1,200	18-19 18-19 18-19 18-19 18-19 18-19 201.130 Assembly: 26 Senate: 14 Congress: 22 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
10 07-LA-1 40.7/59.9 5476 0719000134 1XK30	In and near Malibu, from Route 27 to Route 23. Fire damage repairs; guardrail and sign replacement, remove debris, regrade slopes, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$1,400 \$100 \$5,500 \$7,050	201.130 Assembly: 50 Senate: 27 Congress: 33 1 Location(s)
11 07-LA-23 0.0/8.4 5474 0719000131 1XK10	In and near Malibu, from Route 1 to 0.1 mile south of Country Ranch Road; also on Route 1 from Route 23 to Deer Creek Road (PM LA-59.9/Ven-2.6). Fire damage repairs; guardrail and sign replacement, remove debris, regrade slopes, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$100 \$1,500 \$100 \$5,200 \$6,900	201.130 Assembly: 44, 50 Senate: 27 Congress: 26, 33 2 Location(s)
12 07-LA-91 R7.2/R10.7 5478 0719000148 1XK50	In and near Compton, from Avalon Undercrossing to Santa Fe Avenue. Repair eroded slopes, fence, irrigation line, and pavement.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$10 \$110 \$0 \$550 \$670	201.130 Assembly: 64 Senate: 35 Congress: 44 4 Location(s)
13 07-LA-101 27.3/36.2 5473 0719000125 1XK00	In the city of Los Angeles, from Valley Circle to Reyes Adobe Road. Fire damage repairs; fencing, guardrail and sign replacement, remove trees and debris, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$1,550 \$50 \$6,500 \$8,150	201.130 Assembly: 45, 50 Senate: 27 Congress: 33 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued						
14 07-LA-110 23.1 5485 0718000272 35330	In the city of Los Angeles, at Third Street Overcrossing Bridge No. 53-0684. Replace bridge railing with concrete barriers and upgrade lighting. PA&ED: 10/2/2019 R/W: 10/3/2021 RTL: 11/3/2021 BC: 10/30/2022 (Concurrent COS allocation under Resolution FP-18-53.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$822 \$2,085 \$12 \$1,630 \$18 \$4,547 \$9,114	18-19 19-20 19-20 21-22 19-20 21-22	201.131 Assembly: 51,53 Senate: 24 Congress: 34 1 Location(s)
15 07-LA-405 19.0/19.2 5477 0719000143 1XK40	In Hawthorne, at Rosecrans Avenue. Repair broken irrigation line, eroded slope, damaged pavement, fencing, and place erosion control.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$5 \$80 \$0 \$317 \$402	18-19 18-19 18-19 18-19	201.130 Assembly: 62 Senate: 35 Congress: 43 1 Location(s)
16 07-Ven-101 8.9/9.8 5475 0719000135 1XK20	In and near Thousand Oaks, from 1.0 mile north of Wendy Drive to 1.0 mile south of Camarillo Springs Road. Fire damage repairs; fencing, guardrail and sign replacement, remove debris and loose rocks, and clean drainage systems.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$25 \$500 \$25 \$1,435 \$1,985	18-19 18-19 18-19 18-19	201.130 Assembly: 44 Senate: 27 Congress: 26 1 Location(s)
Collision Reduction						
17 02-Sha-299 44.3/44.9 3742 0219000027 4H930	Near Redding, from 1.9 miles west to 1.3 miles west of Du Bois Road. Curve improvement. PA&ED: 12/15/2020 R/W: 12/15/2021 RTL: 2/9/2022 BC: 6/7/2022 (Concurrent COS allocation under Resolution FP-18-53.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,310 \$1,290 \$280 \$1,990 \$230 \$6,835 \$11,935	18-19 20-21 20-21 21-22 20-21 21-22	201.010 Assembly: 1 Senate: 1 Congress: 1 38 Collision(s) reduced

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
Collision Reduction, continued						
18 03-Pla-65 R7.8/R12.0 4901 0318000331 4H550	In Placer, Sacramento, and Nevada Counties on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. PA&ED: 9/23/2019 R/W: 2/17/2020 RTL: 3/2/2020 BC: 8/3/2020 (Concurrent COS allocation under Resolution FP-18-53.)	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$200 \$290 \$35 \$320 \$0 <u>\$2,300</u> \$3,145	18-19 19-20 19-20 19-20 19-20 19-20	201.010 Assembly: 1, 6, 7 Senate: 1, 4, 6 Congress: 1, 4, 6 153 Collision(s) reduced
19 04-CC-4 R1.0/R9.0 1454F 0417000161 3K440	In and near Martinez, from East Hercules Underpass to west of Pine Street/Center Avenue. Install safety lighting and apply High Friction Surface Treatment (HFST). PA&ED: 10/1/2020 R/W: 5/2/2022 RTL: 6/1/2022 BC: 3/1/2023 (Concurrent COS allocation under Resolution FP-18-53.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$920 \$1,300 \$41 \$1,579 \$5 <u>\$7,870</u> \$11,715	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 14, 15 Senate: 3, 7 Congress: 5, 11 68 Collision(s) reduced
20 05-SLO-101 38.5/39.4 2765 0518000035 1J710	Near Santa Margarita, from north of Route 58 to 2.9 miles south of Santa Barbara Road. Super elevation corrections, Open Graded Asphalt Concrete (OGAC) overlay and replace guardrail. PA&ED: 1/31/2019 R/W: 4/1/2020 RTL: 7/8/2020 BC: 10/5/2020 (Concurrent COS allocation under Resolution FP-18-53.)	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$968 \$27 \$866 \$3 <u>\$3,504</u> \$5,368	18-19 18-19 20-21 20-21 20-21	201.010 Assembly: 35 Senate: 17 Congress: 24 67 Collision(s) reduced

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction, continued						
21 10-Ama-88 6.2 3418 1018000075 1J050	Near lone, at Buena Vista Road. Improve safety by constructing a roundabout. PA&ED: 11/16/2020 R/W: 5/24/2022 RTL: 6/24/2022 BC: 12/30/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,390 \$1,679 \$491 \$1,503 \$1,022 <u>\$6,067</u> \$12,152	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 5 Senate: 14 Congress: 4 34 Collision(s) reduced
(Concurrent COS allocation under Resolution FP-18-53.)						
22 12-Ora-22 R10.7/R12.7 2970A 1216000129 0Q320	In the cities of Orange and Santa Ana, from 0.2 mile east of Route 5 to 0.2 mile west of Tustin Avenue. Replace median barrier, add safety lighting and improve drainage. PA&ED: 5/1/2020 R/W: 10/1/2021 RTL: 12/1/2021 BC: 9/1/2022	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$814 \$1,396 \$2 \$2,437 \$0 <u>\$6,500</u> \$11,149	18-19 19-20 19-20 21-22 21-22	201.010 Assembly: 68, 69 Senate: 34, 37 Congress: 46 120 Collision(s) reduced
(Concurrent COS allocation under Resolution FP-18-53.)						

Tab 62 - YELLOW REPLACEMENT ITEM

Reference No.: 2.1a.(1)
March 13-14, 2019
Attachment 2
Page 1 of 1

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
--	--	----	----------------------------	--	--	--

Bridge Preservation

1 12-Ora-73 12.9/R26.8 4080 1218000079 0R340	In Laguna Hills, Laguna Niguel, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Moulton Parkway to Bristol Street. Rehabilitate bridge decks, bridge joints and approach slabs to preserve service life on ten bridges.	21-22	PA&ED	\$494	18-19	201.110
			PS&E	\$1,294	19-20	Assembly: 73, 74
			R/W Sup	\$0		Senate: 36, 37
			Con Sup	\$1,007	21-22	Congress: 45, 48
			R/W Cap	\$5	21-22	
			<u>Const Cap</u>	<u>\$3,094</u>	21-22	
			Total	\$5,894		
	PA&ED: 4/2/2020					
	R/W: 7/1/2021					
	RTL: 8/2/2021					
	BC: 3/2/2022					

(Concurrent COS allocation under Resolution
FP-18 -53.)

Performance Measure: Bridges (10 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	242,986.0	242,986.0
Post Condition	Square feet	242,986.0	0.0	0.0	242,986.0

Roadway Preservation

2 12-Ora-Var 3959 1218000117 0R560	In the cities of Santa Ana, Tustin, Irvine, Newport Beach, Costa Mesa, and Anaheim on various routes. Rehabilitate pavement by repairing broken concrete slabs and replacing asphalt concrete with Rubberized Hot Mix Asphalt (RHMA-G) at 17 connectors, one ramp and one overcrossing.	21-22	PA&ED	\$3,000	18-19	201.121
			PS&E	\$5,400	20-21	Assembly: 68, 69, 74
			R/W Sup	\$0		
			Con Sup	\$5,500	21-22	Senate: 37, 46, 48
			R/W Cap	\$0		Congress: 45, 46, 48
			<u>Const Cap</u>	<u>\$26,500</u>	21-22	
			Total	\$40,400		
	PA&ED: 8/1/2020					
	R/W: 4/1/2022					
	RTL: 5/1/2022					
	BC: 11/1/2022					

(Concurrent COS allocation under Resolution
FP-18 -53.)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	19.4	0.0	19.4
Post Condition	Lane mile(s)	19.4	0.0	0.0	19.4

Tab 62 - YELLOW REPLACEMENT ITEM

Reference No.: 2.1a.(1)
 March 13-14, 2019
 Attachment 3
 Page 1 of 2

List of New 2018 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No.

Dist-Co-Rte

PM

PPNO

Project ID

EA

Project Location and Description of Work

FY

**Project Costs
(\$1,000)**

**Program Code
Leg./Congress. Dists.
Perf. Meas.**

Roadway Preservation

1 06-Tul-216 0.0/R2.9 6696 0618000012 0W900	In and near Visalia, from Route 198 to east of Sol Road. Rehabilitate roadway by replacing distressed asphalt, provide non-motorized transportation facilities and bring Americans with Disabilities Act (ADA) facilities to current standards. (Long Lead Project)	22-23	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$2,500 \$1,900 \$200 \$2,800 \$1,500 <u>\$16,900</u> \$25,800	18-19 21-22 21-22 22-23 21-22 22-23	201.120 Assembly: 26 Senate: 16 Congress: 22
	PA&ED: 6/2/2021 R/W: 1/3/2023 RTL: 1/10/2023 BC: 10/9/2023					

(Concurrent COS allocation under Resolution FP-18-53.)

* Phase NOT Authorized.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	4.5	0.9	5.4
Post Condition	Lane mile(s)	5.4	0.0	0.0	5.4

List of New 2018 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No.

Dist-Co-Rte

PM

PPNO

Project ID

EA

Project Location and Description of Work
 Performance Measure

FY
 Program Code

Project Costs
 (\$1,000)

Mobility

2	In Stockton, from Route 5 to Route 99. Install ramp	21-22	PA&ED	\$2,177	Prior	\$2,177	Prior
10-SJ-4	meters, traffic monitoring systems, Closed Circuit	22-23	* PS&E	\$2,697	19-20	\$6,057	20-21
R16.0/R19.4	Television (CCTV), and synchronize intersection	201.315	* R/W Sup	\$667	19-20	\$695	20-21
3274	signals with ramp metering.		* Con Sup	\$4,220	21-22	\$9,438	22-23
1016000077	(Long Lead Project)		* R/W Cap	\$1,269	19-20	\$1,332	22-23
1F180			* <u>Const Cap</u>	\$17,513	21-22	\$39,097	22-23
			Total	\$28,543		\$58,796	

Performance Measure

~~8 Field element(s)~~

14 Field Element(s)

* Phase NOT Authorized.

Note: Delay in delivery year to address additional needs, causing the project to be delivered in the next SHOPP cycle, making it a Long Lead project.

Performance Measure: TMS Elements		Good	Poor	
	<u>Unit</u>	(Operational)	(Not Operational)	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	0.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	14.0

Tab 62 - YELLOW REPLACEMENT ITEM

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)	
1 01-Hum-254 6.8/42.1 2524 0119000032 40951	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Environmental mitigation for culvert rehabilitation project EA 40950. <u>Performance Measure</u> 0 Culvert(s)	18-19 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$130 \$0 <u>\$51</u> <u>\$181</u> 18-19 18-19

Note: Split off environmental mitigation work for EA 40950/PPNO 01-2270 under EA 40951/PPNO 01-2524.

Performance Measure: Culverts (0 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	0.0	0.0
Post Condition	Linear feet	0.0	0.0	0.0	0.0

2 02-Tri-36 R34.7/R35.3 3653 0216000093 2H050	Near Platina, from 3.7 miles to 3.0 miles west of Hayfork Creek Bridge. Curve improvement. <u>Performance Measure</u> 12 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$760 \$1,130 \$130 \$1,680 \$52 <u>\$5,200</u> <u>\$9,032</u>	Prior Prior Prior 19-20 19-20 19-20 19-20	\$760 \$1,130 \$130 \$1,680 \$52 <u>\$6,135</u> <u>\$9,887</u>	Prior Prior Prior 19-20 19-20 19-20 19-20
--	---	------------------	---	--	---	--	---

Note: Construction capital increased due to a refined estimate to reflect current bid prices, and also due to the discovery of naturally occurring asbestos that increased the cost of roadway excavation.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
3 04-Son-121 3.4/6.5 0738 0400020007 0G680	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, extend two-way left turn lane , and install rumble strips.	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,500 \$3,750 \$1,800 \$4,200 \$6,264 \$25,000 \$43,514	Prior 18-19 Prior 19-20 19-20 19-20 19-20	\$2,500 \$3,750 \$1,800 \$5,000 \$7,892 \$30,089 \$51,031	Prior 18-19 Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 43 Collision(s) reduced 23 Collision(s) Reduced							

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)

(Concurrent COS allocation under Resolution FP-18-53.)

Note: Widen shoulders to 8 feet to reduce road departure incidents between PM 6.1 to PM 6.5. Also, extend the 2-way left turn lane one mile south to provide driveway access. Construction support and capital are increasing due to this additional work, and R/W capital increase is due to additional parcel needs. Added work results in an increased performance measure.

4 07-LA-210 R33.7/R39.8 4705 0714000033 30170	In the cities of Monrovia, Duarte, Irwindale and Azusa, from Myrtle Avenue to Azusa Avenue. Stabilize soil and erosion control.	21-22 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$144 \$1,175 \$30 \$1,054 \$30 \$3,662 \$6,095	Prior Prior Prior 19-20 19-20 19-20 19-20	\$144 \$1,175 \$30 \$1,144 \$88 \$3,976 \$6,557	Prior Prior Prior 21-22 21-22 21-22 21-22	
	<u>Performance Measure</u> 18.3 Acre(s) treated/pollutant							

Note: This project is being delayed to avoid conflicts with other projects that would have destroyed some of this project's planned work. The proposed construction cost increases are due to anticipated cost inflation due to the schedule delay. The R/W cost increase is due to utility potholing and subsequent utility relocation.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
5 08-SBd-15 R20.6/R20.9 3006U 0817000032 1H390	Near Hesperia, from 0.6 mile north of Cleghorn Road Undercrossing to 0.5 mile south of Route 138 at the southbound Cajon Truck Facility-; also from 0.5 mile south of Cajon Summit to 1.8 miles south of Oak Hill Road (PM R25.5L/R26.8L) Overcrossing. Reconstruct southbound truck scale that was destroyed by the Blue Cut Fire. Construct new southbound weigh station and truck safety inspection facility at Cajon Pass and perform demo work at previous location, which was destroyed by the Blue Cut Fire.	20-21 21-22 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$286 \$488 \$20 \$550 \$10 \$2,146 \$3,500	Prior 20-21 20-21 20-21 20-21 20-21 20-21	\$286 \$2,400 \$110 \$3,300 \$20 \$11,010 \$17,126	Prior 20-21 20-21 21-22 21-22 21-22 21-22

Performance Measure

1 Location(s)

Note: Rather than rebuild at the original site, a new location at an existing truck safety inspection area is proposed to allow for higher weigh station volumes, as well as to provide expanded truck safety inspections. The new location will require higher support and capital costs due to an expanded site design, and will cause the delivery schedule to move one fiscal year.

6 08-SBd-40 R125.0/R154.6 3003J 0815000201 0R142	In and near Needles, from 4.5 miles east of Homer Wash to Arizona State line. Regrade and flatten median cross slope.	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,900 \$2,300 \$200 \$2,800 \$5,006 \$19,134 \$32,340	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$2,900 \$2,300 \$200 \$2,800 \$5,006 \$23,648 \$36,854	Prior 18-19 18-19 19-20 19-20 19-20 19-20
---	---	------------------	---	---	---	---	---

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)

(Concurrent COS allocation under Resolution FP-18-53.)

Note: The construction capital cost increase is due to the item costs in the PID being underestimated. The performance measure is being updated to current performance calculation criteria.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code			Project Costs (\$1,000)		
7 10-Mer-5 0.4/0.8 0.5/0.8 3215 1016000046 1C790	Near Los Banos and Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area (SRRA). Upgrade Rehabilitate northbound and southbound SRRA facilities.	21-22 20-21 201.250	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$925 \$2,970 \$10 \$3,150 \$5 \$16,700 \$23,760	Prior Prior 19-20 21-22 19-20 21-22 20-21	\$925 \$2,970 \$10 \$3,150 \$5 \$16,700 \$23,913	Prior Prior 19-20 20-21 19-20 20-21 20-21
	<u>Performance Measure</u> 2 Location(s)						

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)

Note: Advance construction year to coordinate construction activities with SHOPP project EA 0W620/PPNO 10-3008. Increase construction capital costs based on updated pavement, concrete, water and waste water estimates. Update project post mile limits and project description for the approved project scope.

8 10-Mer-99 R12.6/17.7 R12.6/17.8 3089 1014000144 1C170	In and near the city of Merced, from south of Childs Avenue to south of Franklin Road. Roadway rehabilitation. (G13 Contingency)	19-20 201.122	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$1,600 \$3,700 \$122 \$10,400 \$95 \$50,000 \$65,917	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,600 \$3,700 \$122 \$10,400 \$95 \$50,000 \$65,917	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 19.6 Lane mile(s)						

* Phase NOT Authorized.

Note: Update post mile limits to encompass location of a Changeable Message Sign (CMS).

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	11.5	8.1	19.6
Post Condition	Lane mile(s)	19.6	0.0	0.0	19.6

9 10-Mpa-140 21.2/21.4 3151 1013000240 0Y590	In the Mariposa community, from 3rd Street to 7th street. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) Standards.	21-22 20-21 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$739 \$626 \$453 \$592 \$55 \$1,326 \$3,791	Prior 19-20 19-20 21-22 19-20 21-22 21-22		
	<u>Performance Measure</u> 8 Curb ramp(s)						

Note: Delete project. Scope of work has been added to EA 0Y600/PPNO 10-3131.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
10 10-Mpa-140 21.2/21.8 3131 1013000244 0Y600	In the community of Mariposa, from Route 49 to 12th Street. Improve pedestrian access facilities to reduce collision severity and to make compliant with the Americans with Disabilities Act (ADA) Standards.	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$296 \$628 \$411 \$390 \$159 \$1,550 \$3,434	Prior Prior Prior 19-20 19-20 19-20	\$296 \$628 \$411 \$600 \$33 \$1,949 \$3,917	Prior Prior Prior 19-20 19-20 19-20
	<u>Performance Measure</u> 24 Collision(s) reduced 13 Collision(s) reduced						

Note: Update project description and increase construction cost estimate with the addition of curb ramp work previously programmed in EA 0Y590/PPNO 10-3151. Revised performance measure with updated methodology.

11 10-SJ-99 17.2 3148 1013000265 0X310	In Stockton, at Route 4/99 Separation (Farmington Road Overcrossing) Bridge No. 29-0155. Replace structure to provide standard vertical clearance.	19-20 201.322	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$673 \$2,092 \$147 \$1,984 \$298 \$5,776 \$10,970	Prior Prior Prior 19-20 19-20 19-20	\$673 \$2,092 \$147 \$1,984 \$298 \$7,298 \$12,492	Prior Prior Prior 19-20 19-20 19-20
	<u>Performance Measure</u> 1 Bridge(s)						

Note: Update construction capital estimate to reflect current unit prices, longer piles and bigger footings needed, and additional architectural features to be consistent with the Route 99 corridor.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	7,567.0	7,567.0
Post Condition	Square feet	7,567.0	0.0	0.0	7,567.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
12 10-SJ-205 R4.5/R9.0 3146 1014000146 1C330	In Tracy, from Byron Road Undercrossing to Paradise Road Overcrossing. Install ramp meters and other Intelligent Transportation System (ITS) Transportation Management System (TMS) elements.	20-21 21-22 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,057 \$3,500 \$979 \$2,834 \$4,830 <u>\$13,257</u> \$26,454	Prior Prior Prior 20-21 20-21 20-21 21-22	\$1,057 \$3,500 \$979 \$5,600 \$3,260 \$26,632 \$41,028	Prior Prior Prior 21-22 21-22 21-22
	Performance Measure						
	14 Field element(s)						
	28 Field element(s)						

Note: During the PA&ED phase, a traffic operational analysis identified that wider onramps are needed to store vehicles queuing at proposed ramp meters. Ramp widening requires structure widening and new retaining and sound walls at higher costs not previously scoped in the project. The project performance measure is corrected with revised calculation methodology.

Performance Measure: TMS Elements				
	<u>Unit</u>	Good (Operational)	Poor (Not Operational)	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	0.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	28.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
13 10-Sta-99 R13.8/R17.6 R13.9/R17.6 3189 1016000027 0X670	In and near Modesto, at various locations from 0.4 mile south of South Modesto Undercrossing to Woodland Avenue. Pave areas behind the gore and at slopes, upgrade guardrail and place vegetative control and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and improve highway worker safety.	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$330 \$1,232 \$0 \$673 \$8 <u>\$3,692</u> \$5,935	Prior Prior 19-20 18-19 19-20	\$330 \$1,232 \$0 \$673 \$8 <u>\$3,692</u> \$5,935	Prior Prior 19-20 18-19 19-20

Performance Measure

~~31 Location(s)~~

29 Location(s)

Note: Refined project description and post mile limits, updated performance measure metrics due to location error and elimination of another location due to overlap with project EA 40350/PPNO 10-0944M.

14 11-Imp-78 72.1/73.8 1283 1115000052 42050 4306U	In Imperial County, from 0.4 mile east of Mitchell Camp Road to 1.6 miles west of Stallard Road at various locations. Culvert replacement. <u>Performance Measure</u> 6 Culvert(s) 10 Culvert(s)	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$177 \$409 \$0 \$204 \$0 <u>\$687</u> \$1,474	Prior Prior 19-20 19-20	\$177 \$409 \$0 \$391 \$0 <u>\$1,816</u> \$2,793	Prior Prior 19-20 19-20
--	---	------------------	---	--	--	--	--

Note: Project EA 42050/PPNO 11-1283 is combined with similar scope EA 42060/PPNO 11-0602 under EA 4306U/PPNO 11-1283 to enable efficiencies in project development and construction costs. Construction capital is increasing because of a change in strategy from slip lining to full culvert replacement, due to conditions identified during field investigations.

Performance Measure: Culverts (10 each)

	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	409.0	748.0	1,157.0
Post Condition	Linear feet	1,157.0	0.0	0.0	1,157.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
15 11-SD-5 0.4/72.4 1237 1116000097 42550	In San Diego County, at various locations on various routes. Replace aging roadside sign panels with retroreflective sheeting.	19-20 201.170	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$355 \$0 \$325 \$0 \$1,962 \$2,642		\$0 \$355 \$0 \$550 \$0 \$2,462 \$3,367	
	<u>Performance Measure</u> 936 Sign(s) 3,772 Sign(s)						

Note: The support and capital construction cost increase is due to the large number of small single post signs within the limits of the project. A recent field study revealed more signs in need of replacement than previously estimated.

16 11-SD-Var 1127 1114000056 41810	In San Diego County, on Routes 5, 15, 75 and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with Americans with Disabilities Act (ADA) Standards.	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$881 \$2,425 \$101 \$1,658 \$110 \$2,766 \$7,944	Prior Prior 18-19 19-20 19-20 19-20	\$881 \$2,425 \$101 \$1,300 \$110 \$3,552 \$8,369	Prior Prior 18-19 19-20 19-20 19-20
	<u>Performance Measure</u> 408 Curb ramp(s) 72 Curb ramp(s)						

(Concurrent COS allocation under Resolution FP-18-53.)

Note: There is a reduction of 36 curb ramps because some have been upgraded by other projects, and others were found to be in compliance with design standards. After further evaluation, construction capital cost increased because the current total cost of each curb ramp is approximately double of the original estimate. Construction support is reduced because there are fewer curb ramps.

**List of 2018 SHOPP Amendments
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
17 12-Ora-74 11.5/16.6 4218 1215000024 0P030	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST).	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,965 \$4,826 \$1,018 \$7,206 \$719 <u>\$35,611</u> \$52,345	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$2,965 \$4,826 \$1,018 \$7,206 \$719 <u>\$35,611</u> \$52,345	Prior 18-19 18-19 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 160 Collision(s) reduced 167 Collision(s) reduced						
	(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)						
	(Concurrent COS allocation under Resolution FP-18 -53.)						

Note: Technical correction to performance to correct error reported at the January 2017 CTC meeting.

Tab 62 - YELLOW REPLACEMENT ITEM

Reference No.: 2.1a.(1)
 March 13-14, 2019
 Attachment 5
 Page 1 of 1

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.) for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)
1 44-1mp-115 10-9/14-4 0602 4415000053 42060	In Imperial County, from Mets Road to Blodgett Road. Culvert replacement. <u>Performance Measure</u> 4 Culvert(s)	19-20 201-151 PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$165 \$371 \$0 \$190 \$0 \$419 \$1,145 Prior Prior 19-20 19-20

Note: Project EA 42050/PPNO 11-1283 is combined with similar scope EA 42060/PPNO 11-0602 under EA 4306U/PPNO 11-1283 to enable efficiencies in project development and construction costs. Construction capital is increasing because of a change in strategy from slip lining to full culvert replacement, due to conditions identified during field investigations.

Performance Measure: Culverts (each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	0.0	0.0
Post Condition	Linear feet	0.0	0.0	0.0	0.0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.1a.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: STIP AMENDMENT 18S-15
RIVERSIDE COUNTY – PPNOS 3009X AND 3009Y

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-15?

RECOMMENDATION:

The California Department of Transportation (Department) requests that the Commission approve the requested STIP Amendment 18S-15. This item was noticed at the Commission's January 2019 meeting.

The Riverside County Transportation Commission (RCTC) proposes to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (PA&ED) phase of the Interstate 15 (I-15) Express Lanes – Southern Extension project (PPNO 3009X) by using local funds.

BACKGROUND:

The I-15 Express Lanes – Southern Extension project (PPNO 3009X) will construct approximately 14.5 miles of express lanes from Cajaico Road in the city of Corona to State Route 74 in the city of Lake Elsinore. Currently, \$50,000,000 in Regional Improvement Program (RIP) funding is programmed in Fiscal Year 2022-23 to the PA&ED phase of the project. During the 2018 STIP cycle, RCTC had requested these RIP funds to be programmed in 2018-19. However, due to constraints on the available STIP capacity in the 2018 STIP cycle, the Commission delayed the programming of these funds to 2022-23.

This is a high priority project for the region. As such, RCTC is proposing to advance the start of the PA&ED phase by using Congestion Mitigation and Air Quality (CMAQ) and Local Measure A funds.

This request follows AB 3090 Guidelines, which allows a local agency to use its own funds to early-deliver a project component programmed in the current STIP for a future year delivery.

The requested changes are described above are tabulated on the following pages.

REVISE: I-15 Express Lanes Project – Southern Extension (PPNO 3009X)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Riverside County	08	3009X	0J082	CO	2021-22	22.3	36.8	15					
Implementing Agency: (by component)		PA&ED	Riverside County Trans Commission			PS&E	Riverside County Trans Commission						
		R/W	Riverside County Trans Commission			CON	Riverside County Trans Commission						
RTPA/CTC:		Riverside County Transportation Commission											
Project Title:		I-15 Express Lanes Project - Southern Extension											
Location:		In Riverside County, from Cajaico Road (Corona) to State Route 74 (Lake Elsinore)											
Description:		Construct express lanes											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Change	(50,000)	0	0	0	0	0	(50,000)	0	0	(50,000)	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local funds - Measure A													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	4,000	0	4,000	0	0	0	0	0	0	4,000	0	0	0
Proposed	4,000	0	4,000	0	0	0	0	0	0	4,000	0	0	0
Congestion Mitigation and Air Quality (CMAQ) funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	46,000	0	46,000	0	0	0	0	0	0	46,000	0	0	0
Proposed	46,000	0	46,000	0	0	0	0	0	0	46,000	0	0	0
Future Need													
Existing	494,000	0	0	0	0	494,000	0	8,435	470,418	0	15,147	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	494,000	0	0	0	0	494,000	0	8,435	470,418	0	15,147	0	0
Total													
Existing	544,000	0	0	0	0	494,000	50,000	8,435	470,418	50,000	15,147	0	0
Change	0	0	50,000	0	0	0	(50,000)	0	0	0	0	0	0
Proposed	544,000	0	50,000	0	0	494,000	0	8,435	470,418	50,000	15,147	0	0

ADD: AB 3090 Replacment Project (PPNO 3009Y)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Riverside County	08	3009Y	-	CO	-	-	-	-					
Implementing Agency: (by component)	PA&ED	Riverside County Trans Commission				PS&E	-						
	R/W	-				CON							
RTPA/CTC:	Riverside County Transportation Commission												
Project Title:	AB 3090 Replacement Project												
Location:													
Description:	AB 3090 Replacement Project												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Proposed	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Proposed	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0

RESOLUTION:

Be it Resolved, that the California Transportation Commission, Riverside County Transportation Commission (RCTC) and the city of Lake Elsinore does hereby amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (PA&ED) phase of the Interstate 15 (I-15) Express Lanes – Southern Extension project (PPNO 3009X) in Riverside County.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.1b.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 18S-16**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

The Department and Los Angeles County Metropolitan Transportation Authority (LA Metro) propose to amend the Rosecrans/Marquardt Grade Separation project (PPNO 2002A) in Los Angeles County, to delay construction from Fiscal Year 2019-2020 to 2020-2021.

BACKGROUND:

The Rosecrans/Marquardt Grade Separation project will construct a grade separation at the intersection of Rosecrans Avenue and Marquardt Avenue, on the Burlington Northern & Santa Fe Railway Company right of way. The project is programmed in the 2018 State Transportation Improvement Program (STIP) with \$7 million in Interregional Improvement Program (IIP) funds for construction. The project also includes \$9 million in Senate Bill (SB) 1 - Trade Corridor Enhancement Program (TCEP) funds programmed for construction in 2019-20.

The project is currently in the Design (PS&E) and Right of Way (R/W) phase. Due to the complexity of the real estate acquisition necessary to construct the project, the R/W completion date is anticipated to be delayed nine months, from September 2019 to May 2020. As a result, the construction phase will also be delayed by nine months. Therefore, it is proposed to reprogram \$7 million in IIP funds from 2019-20 to 2020-21.

In May 2020, LA Metro will request a time extension to delay the \$9 million in SB 1 – TCEP funds to 2020-2021.

The proposed changes are shown on the following table:

REVISE: Rosecrans/Marquardt Grade Separation project (PPNO 2002A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles County	75	2002A	R889TB	RAIL	2019-20- 2020-21	157.8	157.8						
Implementing Agency: (by component)	PA&ED	LA Metro				PS&E	LA Metro						
	R/W	LA Metro				CON	LA Metro						
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	Rosecrans / Marquardt Grade Separation												
Location:	In Santa Fe Springs, at the intersection of Rosecrans Avenue and Marquardt Avenue, on BNSF Railway R/W.												
Description:	Construct grade separation at Rosecrans/Marquardt Avenue.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	9,000	2,000	0	7,000	0	0	0	0	7,000	0	2,000	0	0
Change	0	0	0	(7,000)	7,000	0	0	0	0	0	0	0	0
Proposed	9,000	2,000	0	0	7,000	0	0	0	7,000	0	2,000	0	0
State Bond													
Existing	76,665	39,414	0	37,251	0	0	0	39,414	37,251	0	0	0	0
Change	0	0	0	(37,251)	37,251	0	0	0	0	0	0	0	0
Proposed	76,665	39,414	0	0	37,251	0	0	39,414	37,251	0	0	0	0
State SB1 TCEP													
Existing	9,000	0	0	9,000	0	0	0	0	9,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	9,000	0	0	9,000	0	0	0	0	9,000	0	0	0	0
Federal Disc.													
Existing	15,000	0	0	15,000	0	0	0	0	15,000	0	0	0	0
Change	0	0	0	(15,000)	15,000	0	0	0	0	0	0	0	0
Proposed	15,000	0	0	0	15,000	0	0	0	15,000	0	0	0	0
Local Funds - Locally Generated Funds													
Existing	22,273	0	11,706	10,567	0	0	0	11,706	10,567	0	0	0	0
Change	0	0	0	(10,567)	10,567	0	0	0	0	0	0	0	0
Proposed	22,273	0	11,706	0	10,567	0	0	11,706	10,567	0	0	0	0
Local Funds - Locally Generated Funds													
Existing	26,500	23,948	0	2,552	0	0	0	17,618	2,552	1,970	4,360	0	0
Change	0	0	0	(2,552)	2,552	0	0	0	0	0	0	0	0
Proposed	26,500	23,948	0	0	2,552	0	0	17,618	2,552	1,970	4,360	0	0
Total													
Existing	158,438	65,362	11,706	81,370	0	0	0	68,738	81,370	1,970	6,360	0	0
Change	0	0	0	(72,370)	72,370	0	0	0	0	0	0	0	0
Proposed	158,438	65,362	11,706	9,000	72,370	0	0	68,738	81,370	1,970	6,360	0	0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5a.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP DISTRICT MINOR PROJECTS**
RESOLUTION FP-18-51

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$8,250,000 for five State Highway Operation and Protection Program (SHOPP) District Minor projects?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$8,250,000 for five SHOPP District Minor projects.

BACKGROUND:

The attached vote list describes five SHOPP projects totaling \$8,250,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,735,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction and \$2,515,000 for construction engineering for five SHOPP District Minor projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects			Resolution FP-18-51	
1 \$1,650,000 Sonoma 04-Son-101 22.3/23.3	In Santa Rosa, from 0.2 mile south of Bicentennial Way Overcrossing to 0.5 mile north of Mendocino Avenue Overcrossing. Outcome/Output: Replace highway planting after fire.	1Q860 0418000347 SHOPP	001-0042 SHA 20.10.201.210 2018-19 302-0042 SHA 20.20.201.210	\$650,000 \$1,000,000
2 \$1,645,000 Various 04-Var-128 Var	In Sonoma and Napa Counties, from 0.1 mile east of Bidwell Creek Bridge to 0.7 mile west of Bennett Lane and 0.4 mile west of Knoxville Road to 0.8 mile east of Capell Valley Road. Outcome/Output: Replace trees after fire.	1Q870 0418000348 SHOPP	001-0042 SHA 20.10.201.210 2018-19 302-0042 SHA 20.20.201.210	\$650,000 \$995,000
3 \$1,795,000 San Luis Obispo 05-SLO-58 0.7/1.9	In San Luis Obispo County, in Santa Margarita from 0.7 mile east of Junction Route 101/58 Separation to J Street. Outcome/Output: Pavement preservation. (Scope revised to reflect actual work to be performed.)	1G570 0515000049 SHOPP	001-0042 SHA 20.10.201.121 2018-19 302-0042 SHA 20.20.201.121	\$545,000 \$1,250,000
4 \$1,570,000 Riverside 08-Riv-111 63.4	In and near Palm Springs, at various locations. Outcome/Output: Reconstruct existing MBGR with MGS and upgrade end treatments. (Substitute project for EA 08-1G291.)	1E972 0816000033 SHOPP	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000 <u>\$314,000</u> \$320,000 \$25,000 <u>\$1,225,000</u> \$1,250,000
5 \$1,590,000 Riverside 08-Riv-215 43.2	On eastbound Route 60 to northbound Route 215 connector. Outcome/Output: Replace existing metal beam guard rail with concrete barrier. (Substitute project for EA 08-1H980.)	0P490 0813000125 SHOPP	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$7,000 <u>\$343,000</u> \$350,000 \$25,000 <u>\$1,215,000</u> \$1,240,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-18-52

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$328,825,000 for 31 projects programmed in the State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$328,825,000 for 31 SHOPP projects.

BACKGROUND:

The attached vote list describes 31 SHOPP projects totaling \$328,825,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time; however, several of the allocations are contingent upon approval of the Joint Legislative Budget Committee.

FINANCIAL RESOLUTION:

Resolved that \$276,058,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042, 2660-302-0890, 2660-302-3290 and Non-Budget Act Item 2660-802-3290 for construction and \$52,767,000 for construction engineering for 31 SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(1)	SHOPP Projects	Resolution FP-18-52																										
1 \$430,000 Humboldt 01-Hum-96 0.6	Near Willow Creek, at the Willow Creek Maintenance Station. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup (CEQA - MND, 4/11/2018; Re-validation 6/25/2018) (NEPA - N/A) (Future consideration of funding approved under Resolution E-18-57; June 2018.) (Time Extension CONST and CON ENG expires on March 31, 2019.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>	01-2462 SHOPP/18-19 CON ENG \$218,000 CONST \$381,000 0117000052 4 0G710	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$218,000 \$212,000																								
2 \$1,537,000 Humboldt 01-Hum-254 6.8/42.1	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. <u>Outcome/Output:</u> This project will rehabilitate drainage systems and reduce erosion to protect the roadway from failure. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup (CEQA - CE, 9/28/2017; Re-validation 1/11/2019) (NEPA - CE, 9/28/2017; Re-validation 1/11/2019)	01-2270 SHOPP/18-19 CON ENG \$403,000 CONST \$1,453,000 0100000158 4 40950	505-3290 RMRA 20.10.201.151 2018-19 302-3290 RMRA 20.20.201.151	\$432,000 \$1,105,000																								
<table><tr><td colspan="6">Performance Measure: Culverts (7 each)</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Linear feet</td><td>206.0</td><td>129.4</td><td>64.5</td><td>399.9</td></tr><tr><td>Post Condition</td><td>Linear feet</td><td>399.9</td><td>0.0</td><td>0.0</td><td>399.9</td></tr></table>					Performance Measure: Culverts (7 each)							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Linear feet	206.0	129.4	64.5	399.9	Post Condition	Linear feet	399.9	0.0	0.0	399.9
Performance Measure: Culverts (7 each)																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Linear feet	206.0	129.4	64.5	399.9																							
Post Condition	Linear feet	399.9	0.0	0.0	399.9																							

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects			Resolution FP-18-52	
3 \$623,000 Lake 01-Lak-20 28.4	Near Clearlake Oaks, at the Clearlake Oaks Maintenance Station. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	01-3112 SHOPP/18-19 CON ENG \$133,000 CONST \$490,000 0117000051 4 0G700	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$133,000 \$490,000
	(CEQA - MND, 6/14/2018; Re-validation 1/10/2019) (NEPA - N/A) (Future consideration of funding approved under Resolution E-18-117; August 2018.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>			
4 \$709,000 Siskiyou 02-Sis-5 R57.5/R59.6	Near Hornbrook at Randolph Collier Safety Roadside Rest Area (SRRA), from 0.6 mile south of Klamath River Road Undercrossing to 1.3 miles north of Route 96; also on Route 96 at 2.0 miles east of Route 263. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	02-3671 SHOPP/17-18 CON ENG \$190,000 CONST \$529,000 0217000032 4 2H890	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$190,000 \$519,000
	(CEQA - CE, 1/8/2018; Re-validation 5/24/2018) (NEPA - N/A) (Time Extension CONST and CON ENG expires on March 31, 2019.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
5 \$417,000 Trinity 02-Tri-299 54.9/60.2	Near Douglas City at Moon Lim Lee Safety Roadside Rest Area (SRRA), from 0.4 mile east of Little Browns Creek Bridge to 0.8 mile west of Steel Bridge Road. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	02-3691 SHOPP/17-18 CON ENG \$170,000 CONST \$250,000 0217000110 4 3H430	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$170,000 \$247,000
(CEQA - CE, 8/29/2017; Re-validation 1/14/2019) (NEPA - N/A) (Time Extension CONST and CON ENG expires on March 31, 2019.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>				
6 \$5,192,000 Colusa 03-Col-5 R24.3	Near Maxwell, at the Maxwell Safety Roadside Rest Area (SRRA). <u>Outcome/Output:</u> Upgrade water and wastewater systems to comply with current statutes and regulatory requirements. Install new well, backup generator, new distributor systems, replace pressure tank, and upgrade parking for Americans with Disabilities Act (ADA) Standards. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-2793 SHOPP/18-19 CON ENG \$810,000 CONST \$3,880,000 0314000162 4 4F430	001-0890 FTF 20.10.201.235 2018-19 302-0890 FTF 20.20.201.235	\$900,000 \$4,292,000
(CEQA - CE, 12/8/2017; Re-validation 1/15/2019) (NEPA - CE, 12/8/2017; Re-validation 1/15/2019)				

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
7 \$5,870,000 El Dorado 03-ED-193 22.9/24.3	Near Placerville, at 1.1 miles north of the South Fork American River Bridge (PM 22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.3). <u>Outcome/Output:</u> Restore embankment slope slipouts at two locations by constructing soldier pile walls, repair pavement, and install guardrail. <u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-3631 SHOPP/18-19 CON ENG \$1,144,000 CONST \$6,042,000 0316000188 4 1H600	001-0042 SHA 001-0890 FTF 20.10.201.131 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.131	\$131,000 <u>\$1,013,000</u> \$1,144,000 \$542,000 <u>\$4,184,000</u> \$4,726,000
8 \$2,547,000 Glenn 03-Gle-5 Var	At Northbound (NB) and Southbound (SB) Willows Safety Roadside Rest Area (SRRA) (PM R14.6/R14.7); also, in Colusa County at NB and SB Maxwell SRRA (PM R24.4/R24.5), and in Nevada County on Route 80 at the WB and EB Donner Pass SRRA (PM R5.5L/R5.5R). <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 6, Actual: 6 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-5129 SHOPP/17-18 CON ENG \$300,000 CONST \$1,934,000 0317000154 4 2H550	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$300,000 \$2,247,000
(CEQA - CE, 6/19/2018; Re-validation 1/16/2019) (NEPA - CE, 6/19/2018; Re-validation 1/16/2019)				
(CEQA - CE, 11/28/2017; Re-validation 1/17/2019) (NEPA - CE, 11/28/2017; Re-validation 1/17/2019)				
(Time Extension CONST and CON ENG expires on March 31, 2019.)				
<u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>				

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																				
2.5b.(1)	SHOPP Projects	Resolution FP-18-52																						
9 \$4,235,000 Sacramento 03-Sac-5 33.7	Near the city of Sacramento, at the Elkhorn Safety Roadside Rest Area (SRRA). <u>Outcome/Output:</u> Upgrade water and wastewater systems to comply with current statutes and regulatory requirements. Install new well, septic tank, lift station, sewer piping, and wastewater treatment system. <u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-5848 SHOPP/18-19 CON ENG \$810,000 CONST \$3,000,000 0314000186 4 4F580	001-0890 FTF 20.10.201.235 2018-19 302-0890 FTF 20.20.201.235	\$810,000 \$3,425,000																				
(CEQA - CE, 9/8/2017; Re-validation 1/14/2019) (NEPA - CE, 9/8/2017; Re-validation 1/14/2019)																								
10 \$1,967,000 Sacramento 03-Sac-5 Var	In Placer, Sacramento, and Yolo Counties, on routes 5, 80, 99, and 113. <u>Outcome/Output:</u> Replace obsolete Microwave Vehicle Detection System (MVDS) elements. This project will reduce user delay and improve system reliability. Work to be completed by Service Contract. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-8920 SHOPP/18-19 CON ENG \$507,000 CONST \$1,403,000 0317000173 4 2H700	505-3290 RMRA 20.10.201.315 2017-18 802-3290 RMRA 20.20.201.315	\$507,000 \$1,460,000																				
(CEQA - CE, 2/12/2018; Re-validation 1/10/2019) (NEPA - N/A) (EA 2H700/PPNO 03-8920 combined with EA 2H570/PPNO 03-6717 for construction under EA 2H57U/Project ID 0319000045.)																								
<table><tr><td colspan="5">Performance Measure: TMS Elements</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good (Operational)</u></td><td><u>Poor (Not Operational)</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Field element(s)</td><td>0.0%</td><td>100.0%</td><td>38.0</td></tr><tr><td>Post Condition</td><td>Field element(s)</td><td>100.0%</td><td>0.0%</td><td>38.0</td></tr></table>					Performance Measure: TMS Elements						<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>	Existing Condition	Field element(s)	0.0%	100.0%	38.0	Post Condition	Field element(s)	100.0%	0.0%	38.0
Performance Measure: TMS Elements																								
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>																				
Existing Condition	Field element(s)	0.0%	100.0%	38.0																				
Post Condition	Field element(s)	100.0%	0.0%	38.0																				

2.5 Highway Financial Matters

2.5 Highway Financial Matters			PPNO		
Project No.	Allocation Amount	Program/Year	Phase		
County	Location	Prgm'd Amount	Project ID	Budget Year	
Dist-Co-Rte	Project Description	Adv Phase	EA	Item # Fund Type	Amount by
Postmile	Project Support Expenditures	EA		Program Code	Fund Type
2.5b.(1)	SHOPP Projects	Resolution FP-18-52			
11	In various counties, on various routes.	03-6717		505-3290 RMRA	\$365,000
\$1,336,000	<u>Outcome/Output:</u> Repair or replace damaged inductive loop vehicle detection systems. This project will reduce user delay and improve system reliability. Work to be completed by Service Contract.	SHOPP/18-19		20.10.201.315	
		CON ENG			
Sacramento		\$365,000		2017-18	
03-Sac-80		CONST		802-3290 RMRA	\$971,000
Var		\$922,000		20.20.201.315	
	Preliminary	0317000157			
	<u>Engineering</u>	4			
	<u>Budget</u>	2H570			
	<u>Expended</u>				
	PA&ED	\$94,000			
	PS&E	\$211,000			
	R/W Sup	\$22,000			
	(CEQA - CE, 3/1/2018; Re-validation 1/10/2019)				
	(NEPA - N/A)				
	(EA 2H570/PPNO 03-6717 combined with EA 2H700/PPNO 03-8920 for construction under EA 2H57U/Project ID 0319000045.)				
	Performance Measure: TMS Elements				
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>	
	Existing Condition Field element(s)	0.0%	100.0%	300.0	
	Post Condition Field element(s)	100.0%	0.0%	300.0	
12	Near Marysville, from 0.1 mile north of Binney Junction	03-9812		505-3290 RMRA	\$596,000
\$82,200,000	Underpass to 0.3 mile north of Laurellen Road, at	SHOPP/18-19		001-0890 FTF	<u>\$4,604,000</u>
	Simmerly Slough Bridge No. 16-0019. <u>Outcome/Output:</u>	CON ENG		20.10.201.111	\$5,200,000
Yuba	Replace existing bridge to address scour and seismic	\$5,200,000			
03-Yub-70	deficiencies, and upgrade bridge railing.	CONST		2018-19	
15.5/16.5		\$68,500,000		302-3290 RMRA	\$8,832,000
	Preliminary	0312000068		302-0890 FTF	<u>\$68,168,000</u>
	<u>Engineering</u>	4		20.20.201.111	\$77,000,000
	<u>Budget</u>	1E060			
	<u>Expended</u>				
	PA&ED	\$1,960,000			
	PS&E	\$3,555,000			
	R/W Sup	\$750,000			
	(CEQA - MND, 6/9/2017; Re-validation 12/6/2018)				
	(NEPA - CE, 6/9/2017; Re-validation 12/6/2018)				
	(Future consideration of funding approved under Resolution E-17-70; December 2017.)				
	(As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 24 months beyond the 36 month deadline.)				
	(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)				
	Performance Measure: Bridges (1 bridge(s))				
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
	Existing Condition Square feet	0.0	18,632.0	0.0	18,632.0
	Post Condition Square feet	92,020.0	0.0	0.0	92,020.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	SHOPP Projects	Resolution FP-18-52		
13 \$1,936,000	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (SRRA) (PM 49.5). <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging.	05-2705 SHOPP/18-19 CON ENG \$715,000 CONST \$1,210,000 0517000054 4 1J040	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$715,000 \$1,221,000
Monterey 05-Mon-101 R3.1/R5.2	<u>Performance Measure:</u> Planned: 3, Actual: 3 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$0 \$480,000 \$18,000	<u>Expended</u> \$0 \$393,410 \$2,483	
	(CEQA - CE, 1/11/2017; Re-validation 11/6/2018) (NEPA - N/A) (Additional contribution: \$65,000 from San Luis Obispo County Air Pollution Control District.)			
<u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>				
14 \$3,261,000	Near Boulder Creek, at Spring Creek Road. <u>Outcome/Output:</u> Construct soldier pile retaining wall, restore roadway and drainage facilities, and install permanent erosion control measures. Due to recent rain events an Informal Bid contract is requested to accelerate the award of this project.	05-2875 SHOPP/18-19 CON ENG \$1,197,000 CONST \$2,779,000 0518000127 4 1K140	001-0042 SHA 001-0890 FTF 20.10.201.131 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.131	\$138,000 <u>\$1,062,000</u> \$1,200,000 \$236,000 <u>\$1,825,000</u> \$2,061,000
Santa Cruz 05-SCr-9 15.0	<u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$424,000 \$1,628,000 \$51,000	<u>Expended</u> \$358,843 \$173,867 \$1,637	
	(CEQA - CE, 6/12/2018) (NEPA - CE, 12/20/2018) Director's Order Informal Bid PS&E project.			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
15 \$329,000 San Luis Obispo 05-SLO-1 R66.9/R67.2	Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. <u>Outcome/Output:</u> Plant propagation service contract. This project will grow plants off-site at a nursery as part of mitigation for EA 49280/PPNO 05-4928A. The plants will then be planted under EA 49285/PPNO 05-4928Y on State Parks land. <u>Performance Measure:</u> Planned: 1, Actual: 0 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	05-4928X SHOPP/18-19 CON ENG \$229,000 CONST \$140,000 0517000045 4 49284	001-0042 SHA 20.10.201.150 2018-19 302-0042 SHA 20.20.201.150	\$222,000 \$107,000
16 \$5,448,000 Fresno 06-Fre-99 Var	In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 10, Actual: 10 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	06-6875 SHOPP/17-18 CON ENG \$600,000 CONST \$4,000,000 0617000062 4 0V910	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$710,000 \$4,738,000
(CEQA - ND, 4/30/2018) (NEPA - CE, 4/30/2018) (Future consideration of funding approved under Resolution E-18-96; August 2018.) (Time Extension CONST and CON ENG expires on March 31, 2019.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>				

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																		
2.5b.(1) SHOPP Projects		Resolution FP-18-52																				
17 \$164,511,000 Los Angeles 07-LA-60 R2.8/11.8	In and near Monterey Park, Montebello, Rosemead, and South El Monte, from 0.5 miles west of Route 710 to Route 605; also on Route 710, from 0.5 miles south to 0.5 miles north of Route 60. <u>Outcome/Output:</u> Rehabilitate pavement on mainline, auxiliary lanes, interchange connectors, shoulders, and ramps, replace bridge approach and departure slabs, upgrade safety items to current standards. This project will reduce the number and severity of collisions and provide a 40 year pavement life.	07-4699 SHOPP/18-19 CON ENG \$30,000,000 CONST \$135,000,000 0714000009 4 30110	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$3,441,000 <u>\$26,559,000</u> \$30,000,000 \$15,428,000 <u>\$119,083,000</u> \$134,511,000																		
<div>Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup</div> <div><u>Budget</u> \$1,173,000 \$9,990,000 \$481,000</div> <div><u>Expended</u> \$1,170,312 \$9,634,346 \$390,052</div>																						
(CEQA - CE, 6/19/2018; Re-validation 1/31/2019) (NEPA - CE, 6/19/2018; Re-validation 1/31/2019)																						
(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)																						
<table><tr><td>Performance Measure: Pavement</td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Lane mile(s)</td><td>18.3</td><td>53.7</td><td>6.7</td><td>78.7</td></tr><tr><td>Post Condition</td><td>Lane mile(s)</td><td>78.7</td><td>0.0</td><td>0.0</td><td>78.7</td></tr></table>					Performance Measure: Pavement	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	18.3	53.7	6.7	78.7	Post Condition	Lane mile(s)	78.7	0.0	0.0	78.7
Performance Measure: Pavement	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																	
Existing Condition	Lane mile(s)	18.3	53.7	6.7	78.7																	
Post Condition	Lane mile(s)	78.7	0.0	0.0	78.7																	
18 \$3,658,000 Los Angeles 07-LA-118 R9.0/R9.9	In Mission Hills, from Woodley Avenue to the Route 405 interchange. <u>Outcome/Output:</u> Pave areas beyond gore, install access gates, construct maintenance vehicle and shoulder pullouts, and upgrade and relocate irrigation systems. These improvements will improve highway worker safety by reducing maintenance and limiting worker exposure.	07-4808 SHOPP/18-19 CON ENG \$1,027,000 CONST \$2,654,000 0715000004 4 31070	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$118,000 <u>\$909,000</u> \$1,027,000 \$302,000 <u>\$2,329,000</u> \$2,631,000																		
<div><u>Performance Measure:</u> Planned: 30, Actual: 30 Location(s)</div>																						
<div>Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup</div> <div><u>Budget</u> \$420,000 \$1,321,000 \$21,000</div> <div><u>Expended</u> \$316,187 \$780,274 \$3,781</div>																						
(CEQA - CE, 5/12/2017; Re-validation 11/29/2018) (NEPA - CE, 5/12/2017; Re-validation 11/29/2018)																						

2.5 Highway Financial Matters

2.5b.(1) SHOPP Projects		Resolution FP-18-52														
19 \$4,883,000 Los Angeles 07-LA-710 23.3/25.6	In the community of East Los Angeles, from Route 5 to 0.3 mile north of Floral Drive; also on Route 60 (PM R2.9/R3.8), from Marina Avenue Pedestrian Overcrossing to Mednick Avenue. <u>Outcome/Output:</u> Stabilize soil and control erosion by planting ground cover, trees, and shrubs. These plants will aid in retaining stormwater, as well as retaining some pollutants. Water saving irrigation controllers will be installed in new planting areas.	07-4717 SHOPP/18-19 CON ENG \$1,138,000 CONST \$3,425,000 0714000061 4 30440	001-0042 SHA 001-0890 FTF 20.10.201.335 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.335	\$101,000 <u>\$1,094,000</u> \$1,195,000 \$311,000 <u>\$3,377,000</u> \$3,688,000												
<u>Performance Measure:</u> Planned: 46.4, Actual: 46.4 Acre(s) treated/pollutant																
Preliminary																
<table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&ED</td><td>\$423,000</td><td>\$148,914</td></tr><tr><td>PS&E</td><td>\$1,100,000</td><td>\$739,369</td></tr><tr><td>R/W Sup</td><td>\$63,000</td><td>\$46,384</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$423,000	\$148,914	PS&E	\$1,100,000	\$739,369	R/W Sup	\$63,000	\$46,384
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>														
PA&ED	\$423,000	\$148,914														
PS&E	\$1,100,000	\$739,369														
R/W Sup	\$63,000	\$46,384														
(CEQA - CE, 4/13/2017; Re-validation 12/6/2018) (NEPA - CE, 4/13/2017; Re-validation 12/6/2018)																
20 \$6,978,000 San Bernardino 08-SBd-10 26.8/34.2	In Loma Linda and Redlands, from Richardson Street to 0.1 mile west of Wabash Avenue. <u>Outcome/Output:</u> Roadside safety improvements, including landscaping, traffic control signs, irrigation systems. These improvements will improve worker safety by reducing the frequency and duration of maintenance activities.	08-3003F SHOPP/18-19 CON ENG \$860,000 CONST \$7,377,000 0817000219 4 1C29U	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$80,000 <u>\$866,000</u> \$946,000 \$508,000 <u>\$5,524,000</u> \$6,032,000												
<u>Performance Measure:</u> Planned: 487, Actual: 323 Location(s)																
Preliminary																
<table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&ED</td><td>\$350,000</td><td>\$110,001</td></tr><tr><td>PS&E</td><td>\$695,000</td><td>\$466,103</td></tr><tr><td>R/W Sup</td><td>\$30,000</td><td>\$26,318</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$350,000	\$110,001	PS&E	\$695,000	\$466,103	R/W Sup	\$30,000	\$26,318
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>														
PA&ED	\$350,000	\$110,001														
PS&E	\$695,000	\$466,103														
R/W Sup	\$30,000	\$26,318														
(CEQA - CE, 2/1/2018; Re-validation 1/7/2019) (NEPA - CE, 2/1/2018; Re-validation 1/7/2019)																

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	SHOPP Projects			Resolution FP-18-52
21 \$1,647,000	At Clyde V. Kane northbound (NB) and southbound (SB) Safety Roadside Rest Areas (SRRA); also at Valley Wells, NB and SB SRRA (PM 161.2). <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging.	08-3007E SHOPP/18-19 CON ENG \$265,000 CONST \$1,183,000 0817000103 4 1H660	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$315,000
San Bernardino 08-SBd-15 R107.4	<u>Performance Measure:</u> Planned: 4, Actual: 4 Location(s) Preliminary <u>Engineering</u> PA&ED \$259,000 PS&E \$489,000 R/W Sup \$33,000 (CEQA - CE, 5/29/2018; Re-validation 11/5/2018) (NEPA - CE, 5/29/2018; Re-validation 11/5/2018) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>			\$1,332,000
22 \$2,227,000	In Inyo County at various locations; also in Kern County on Route 58. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging.	09-2643 SHOPP/18-19 CON ENG \$460,000 CONST \$1,767,000 0917000054 4 37270	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$460,000
Inyo 09-Iny-395 Var	<u>Performance Measure:</u> Planned: 5, Actual: 5 Location(s) Preliminary <u>Engineering</u> PA&ED \$300,000 PS&E \$500,000 R/W Sup \$100,000 (CEQA - CE, 11/15/2017; Re-validation 10/15/2018) (NEPA - N/A) (Time Extension CONST and CON ENG expires on March 31, 2019.) <u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>			\$1,767,000

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	SHOPP Projects	Resolution FP-18-52		
23 \$1,887,000	At northbound and southbound John "Chuck" Erreca Safety Roadside Rest Area (SRRA) and in San Joaquin County on Route 99 at Lodi Park-and-Ride lot. <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging. <u>Performance Measure:</u> Planned: 3, Actual: 3 Location(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	10-3209A SHOPP/18-19 CON ENG \$302,000 CONST \$1,605,000 1018000067 4 1G721	001-0042 SHA 20.10.201.999 2018-19 302-0042 SHA 20.20.201.999	\$302,000 \$1,585,000
Merced 10-Mer-5 0.4/0.9	 <			

2.5 Highway Financial Matters

2.5 Highway Financial Matters		PPNO		
Project No.		Program/Year		
Allocation Amount		Phase		
County	Location	Prgm'd Amount		
Dist-Co-Rte	Project Description	Project ID	Budget Year	
Postmile		Adv Phase	Item # Fund Type	Amount by
	Project Support Expenditures	EA	Program Code	Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
25	In Stockton, from Garfield Avenue to Route 99 at various locations. Outcome/Output: Pave areas beyond gore, install access gates, and construct maintenance vehicle pullouts. These improvements will improve highway worker safety by reducing maintenance and limiting worker exposure.	10-3110	001-0042 SHA	\$79,000
\$4,287,000		SHOPP/18-19	001-0890 FTF	\$610,000
		CON ENG	20.10.201.235	\$689,000
San Joaquin		\$600,000		
10-SJ-4		CONST	2018-19	
R15.7/R19.2		\$3,520,000	302-0042 SHA	\$413,000
		1013000241	302-0890 FTF	\$3,185,000
	Performance Measure:	4	20.20.201.235	\$3,598,000
	Planned: 102, Actual: 38 Location(s)	0X690		
	Preliminary			
	Engineering			
	PA&ED	\$793,000		\$246,094
	PS&E	\$786,000		\$743,921
	R/W Sup	\$30,000		\$20,571
	(CEQA - CE, 6/5/2017; Re-validation 1/10/2019)			
	(NEPA - CE, 6/5/2017; Re-validation 1/10/2019)			
26	In San Joaquin County, on Routes 5 and 99, and in Stanislaus County, on Routes 5, at various locations. Outcome/Output: Upgrade sign panels and replace overhead sign structures.	10-3129	001-0042 SHA	\$543,000
\$2,143,000		SHOPP/18-19	20.10.201.170	
		CON ENG		
San Joaquin		\$543,000	2018-19	
10-SJ-5		CONST	302-0042 SHA	\$1,600,000
Var		\$1,538,000	20.20.201.170	
	Performance Measure:	1015000002		
	Planned: 23, Actual: 23 Sign(s)	4		
	Preliminary	1C530		
	Engineering			
	PA&ED	\$353,000		\$123,414
	PS&E	\$889,000		\$671,900
	R/W Sup	\$52,000		\$1,022
	(CEQA - CE, 3/2/2017; Re-validation 10/18/2018)			
	(NEPA - CE, 3/2/2017; Re-validation 10/18/2018)			
27	Near Stockton, at Wilson Way Overcrossing No. 29 -0118C. Outcome/Output: Remove existing damaged girder and build new overhang and barrier, resulting in reduced bridge width and increased vertical clearance.	10-3206	505-3290 RMRA	\$493,000
\$2,224,000		SHOPP/18-19	20.10.201.119	
		CON ENG		
San Joaquin		\$420,000	2018-19	
10-SJ-99		CONST	302-3290 RMRA	\$1,731,000
21.7		\$1,532,000	20.20.201.119	
	Preliminary	1016000022		
	Engineering	4		
	PA&ED	\$172,000		\$71,512
	PS&E	\$817,000		\$421,199
	R/W Sup	\$7,000		\$949
	(CEQA - CE, 6/5/2017; Re-validation 1/7/2019)			
	(NEPA - CE, 6/5/2017; Re-validation 1/7/2019)			
Performance Measure: Bridges (1 bridge(s))				
	Unit	Good	Fair	Poor
Existing Condition	Square feet	5,296.0	0.0	0.0
Post Condition	Square feet	5,296.0	0.0	0.0
				Quantity
				5,296.0
				5,296.0

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
28 \$1,471,000	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA). <u>Outcome/Output:</u> Transportation infrastructure improvement for zero-emission vehicle charging.	10-3209B SHOPP/17-18 CON ENG \$201,000	001-0042 SHA 20.10.201.999	\$201,000
Stanislaus 10-Sta-5 27.0/27.5	<u>Performance Measure:</u> Planned: 2, Actual: 2 Location(s)	CONST \$1,070,000 1018000068 4 1G722	2018-19 302-0042 SHA 20.20.201.999	\$1,270,000
	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$154,000 \$389,000 \$6,000	<u>Expended</u> \$23,394 \$387,273 \$26	
	(CEQA - CE, 10/13/2017; Re-validation 1/8/2019) (NEPA - CE, 10/13/2017; Re-validation 1/8/2019)			
	(Time Extension CONST and CON ENG expires on March 31, 2019.)			
	<u>CONTINGENT UPON APPROVAL OF THE JOINT LEGISLATIVE BUDGET COMMITTEE.</u>			
29 \$3,331,000	Near Strawberry, from east of Old Strawberry Road to west of Beardsley Road. <u>Outcome/Output:</u> Stabilize slope to prevent soil, rock, and debris from washing or falling onto the roadway at four locations. This project will improve safety and protect existing highway assets.	10-3137 SHOPP/18-19 CON ENG \$560,000	001-0042 SHA 001-0890 FTF 20.10.201.150	\$64,000 <u>\$496,000</u> \$560,000
Tuolumne 10-Tuo-108 32.5/34.4	<u>Performance Measure:</u> Planned: 4, Actual: 4 Location(s)	CONST \$2,628,000 1015000007 4 0Y800	2018-19 302-0042 SHA 302-0890 FTF 20.20.201.150	\$318,000 <u>\$2,453,000</u> \$2,771,000
	Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	<u>Budget</u> \$800,000 \$625,000 \$75,000	<u>Expended</u> \$427,814 \$365,540 \$31,263	
	(CEQA - CE, 9/26/2017; Re-validation 1/14/2019) (NEPA - CE, 9/26/2017; Re-validation 1/14/2019)			

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-18-52		
30 \$4,046,000	In the city of San Diego, at Route 15/8 Separation. <u>Outcome/Output:</u> Roadside safety improvements, including gore paving, miscellaneous paving to prevent weed growth, concrete barriers, and remote control irrigation systems. These improvements will improve highway worker safety by reducing maintenance and limiting worker exposure.	11-1166 SHOPP/18-19 CON ENG \$800,000 CONST \$3,278,000 1115000132 4 41132	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$92,000 <u>\$708,000</u> \$800,000 \$274,000 <u>\$2,972,000</u> \$3,246,000
San Diego 11-SD-8 5.0/6.0				
<u>Performance Measure:</u> Planned: 24, Actual: 24 Location(s)				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup		<u>Budget</u> \$467,000 \$1,330,000 \$2,000	<u>Expended</u> \$460,578 \$999,339 \$0	
(CEQA - CE, 10/30/2017; Re-validation 10/4/2018) (NEPA - CE, 10/30/2017; Re-validation 10/4/2018)				
31 \$4,459,000	In Oceanside, from 0.8 mile to 0.4 mile west of College Boulevard. <u>Outcome/Output:</u> Stormwater mitigation and slope erosion repair to prevent unstable soils from eroding onto the highway shoulder. This project will maintain compliance with state and federal water quality standards.	11-1125 SHOPP/18-19 CON ENG \$984,000 CONST \$3,547,000 1114000027 4 41740	001-0042 SHA 001-0890 FTF 20.10.201.335 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.335	\$97,000 <u>\$1,018,000</u> \$1,115,000 \$384,000 <u>\$2,960,000</u> \$3,344,000
San Diego 11-SD-78 2.5/2.9				
<u>Performance Measure:</u> Planned: 4.3, Actual: 4.3 Acre(s) treated/pollutant				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup		<u>Budget</u> \$378,000 \$758,000 \$55,000	<u>Expended</u> \$373,236 \$642,453 \$0	
(CEQA - CE, 11/16/2017; Re-validation 12/12/2018) (NEPA - CE, 11/16/2017; Re-validation 12/12/2018)				

Memorandum

Tab 67

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5b.(2) - ***REPLACEMENT***
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-18-53

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$78.9 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 82 phases programmed in the 2018 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$78.9 million for 82 support phases in the SHOPP, as follows:

- \$49.8 million for 54 SHOPP support phases and
- \$29.1 million for 28 SHOPP Senate Bill 1 (SB 1) support phases.

The attached lists describe 82 SHOPP phases totaling \$78.9 million for PA&ED, PS&E and R/W support costs that are ready now.

BACKGROUND:

The 2018 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of SB 1 necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2018 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that \$78.9 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

2.5 Highway Financial Matters

REPLACEMENT ITEM

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
1 01-Hum-101 75.3/77.6	2346 0112000156	In Eureka, from north of Herrick Avenue Overcrossing to south of the Eureka Slough Bridge. Upgrade curb ramps, sidewalks, and signal push-buttons to Americans with Disabilities Act (ADA) Standards. (Concurrent consideration of funding under Resolution E-19-16; March 2019.) <u>Program Code</u> 201.378 - Americans with Disabilities Act Pedestrian Infrastructure <u>Performance Measure</u> 50 Curb ramp(s)	0B620	19-20	PS&E R/W Sup	\$921,000 \$644,000	\$921,000 \$730,000
2 01-Lak-29 12.8/14.4	3102 0115000003	Near Lower Lake, from north of Spruce Grove Road to south of Hofacker Lane. Widen shoulders. (Concurrent consideration of funding under Resolution E-19-17; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 18 Collision(s) reduced	0E720	19-20	PS&E R/W Sup	\$1,119,000 \$88,000	\$1,119,000 \$88,000
3 02-Sha-273 14.9/15.7	3626 0216000033	In Redding, from 0.1 mile north of South Redding Underpass to 0.1 mile north of California Street. Construct Americans with Disabilities Act (ADA) compliant ramps and sidewalks. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 24 months beyond the 36 month deadline.) <u>Program Code</u> 201.378 - Americans with Disabilities Act Pedestrian Infrastructure <u>Performance Measure</u> 19 Curb ramp(s)	1H720	21-22	R/W Sup	\$750,000	\$750,000
4 02-Sha-299 44.3/44.9	3742 0219000027	Near Redding, from 1.9 miles west to 1.3 miles west of Du Bois Road. Curve improvement. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 38 Collision(s) reduced	4H930	21-22	PA&ED	\$1,310,000	\$1,310,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
5 02-Teh-32 20.2/20.3	3726 0218000162	Near Forest Ranch, west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with Cased Secant Piling (CSP) retaining wall. (Categorically Exempt)	4H460	19-20	PS&E	\$330,000	\$330,000
WITHDRAWN PRIOR TO CTC MEETING							
<u>Program Code</u> 201.131 - Permanent Restoration							
<u>Performance Measure</u> 1 Location(s)							
6 03-But-162 18.4/19.9	2635 0317000166	In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. (Concurrent consideration of funding under Resolution E-19-19; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)	2H630	19-20	PS&E R/W Sup	\$1,769,000 \$2,023,000	\$1,769,000 \$2,023,000
<u>Program Code</u> 201.010 - Safety Improvements							
<u>Performance Measure</u> 50 Collision(s) reduced							
7 03-Nev-49 1.5/2.6	4137 0318000026	Near Higgins Corner, at the intersection with Wolf Road/Combie Road. Improve safety by providing acceleration lanes at the intersection. (Categorically Exempt)	3H640	19-20	PS&E R/W Sup	\$670,000 \$40,000	\$770,000 \$40,000
<u>Program Code</u> 201.010 - Safety Improvements							
<u>Performance Measure</u> 29 Collision(s) reduced							
8 03-Nev-80 29.5/29.7	4298 0317000044	Near Truckee and Floriston, from Farad Road to 2.17 mile west of Sierra County line. Mitigate rockfall and stabilize cut-slope erosion with draped mesh and a drainage ditch. (Categorically Exempt)	2H000	20-21	PS&E R/W Sup	\$750,000 \$280,000	\$750,000 \$280,000
<u>Program Code</u> 201.150 - Roadway Protective Betterments							
<u>Performance Measure</u> 1 Location(s)							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
9 03-Pla-65 R7.8/R12.0	4901 0318000331	In Placer, Sacramento, and Nevada Counties on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 153 Collision(s) reduced	4H550	19-20	PA&ED	\$200,000	\$200,000
10 03-Pla-65 R13.0/R13.1	4902 0318000332	In Lincoln, at South Ingram Slough Bridge No. 19 -0188L/R. Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H560	19-20	PA&ED	\$220,000	\$220,000
11 03-Sac-5 22.0/22.9	5865 0317000066	In the city of Sacramento, from south of Broadway to 0.12 mile south of R Street. Highway planting rehabilitation. (Categorically Exempt) <u>Program Code</u> 201.210 - Highway Planting Restoration <u>Performance Measure</u> 16 Acre(s)	2H130	21-22	PS&E R/W Sup	\$520,000 \$80,000	\$520,000 \$80,000
12 03-Yub-49 5.9/6.1	9683 0318000178	Near Camptonville, from 0.5 mile to 0.7 mile north of Camptonville Road. Permanent slope restoration by placing Rock Slope Protection (RSP), constructing concrete barrier and drainage systems, and widening shoulders. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H120	19-20	PS&E R/W Sup	\$880,000 \$90,000	\$880,000 \$90,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
13 04-Ala-80 4.5/R7.6	1488S 0415000183	In Berkeley and Albany, from Route 13 to east of El Cerrito Separation. Install median safety lighting and replace median concrete barrier. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 185 Collision(s) reduced	3J700	19-20	PS&E R/W Sup	\$2,750,000 \$100,000	\$2,750,000 \$100,000
14 04-Ala-84 R0.7/R3.1	1493F 0416000005	In Fremont, from north end of Dumbarton Bridge to south of the Toll Plaza. Install outer separation barrier between route and frontage road. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 23 Collision(s) reduced	4J750	19-20	PS&E R/W Sup	\$2,500,000 \$240,000	\$2,500,000 \$240,000
15 04-CC-4 R1.0/R9.0	1454F 0417000161	In and near Martinez, from East Hercules Underpass to west of Pine Street/Center Avenue. Install safety lighting and apply High Friction Surface Treatment (HFST). (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 68 Collision(s) reduced	3K440	21-22	PA&ED	\$920,000	\$920,000
16 04-Mrn-101 0.2	1492J 0415000344	Near Sausalito, at 0.1 mile south of Alexander Avenue. Restore damaged drainage systems. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 2 Location(s)	4J420	19-20	PS&E R/W Sup	\$850,000 \$100,000	\$850,000 \$100,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
17 04-SCI-280 11.3	1488N 0415000184	In Cupertino, at northbound offramp to Foothill Expressway. Upgrade traffic signal system for right-turn movement. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 20 Collision(s) reduced	3J710	19-20	PS&E R/W Sup	\$285,000 \$45,000	\$340,000 \$45,000
18 04-SF-1	1489B 0415000221	In the City and County of San Francisco, on Routes 1, 35, 80, 101 and 280 at various locations. Crosswalk safety enhancements. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 55 Collision(s) reduced	3J890	19-20	PS&E R/W Sup	\$914,000 \$91,000	\$914,000 \$91,000
19 04-Son-121 3.4/6.5	0738 0400020007	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips. (Concurrent consideration of funding under Resolution E-19-21; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 13 Collision(s) reduced	0G680	19-20	PS&E	\$3,750,000	\$4,313,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
20 05-SLO-101 38.5/39.4	2765 0518000035	Near Santa Margarita, from north of Route 58 to 2.9 miles south of Santa Barbara Road. Super elevation corrections, Open Graded Asphalt Concrete (OGAC) overlay and replace guardrail. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-008.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 24 months beyond the 36 month deadline.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 67 Collision(s) reduced	1J710	20-21	PS&E R/W Sup	\$968,000 \$27,000	\$968,000 \$27,000
21 06-Tul-216 0.0/R2.9	6696 0618000012	In and near Visalia, from Route 198 to east of Sol Road. Rehabilitate roadway by replacing distressed asphalt, provide non-motorized transportation facilities and bring Americans with Disabilities Act (ADA) facilities to current standards. (Long Lead Project) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.120 - Roadway Rehabilitation (3R) <u>Performance Measure</u> 5.4 Lane mile(s)	0W900	22-23	PA&ED	\$2,500,000	\$2,500,000
22 07-LA-2 13.1/14.3	4420 0700021024	In Los Angeles County, in various cities on routes 60, 66, 164 and 210 at various locations. Construct and install storm water treatment Best Management Practices (BMPs). (Categorically Exempt) <u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure</u> 48.4 Acre(s) treated/pollutant	28830	19-20	PS&E	\$2,447,000	\$2,863,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
23 07-LA-110 23.1	5485 0718000272	In the city of Los Angeles, at Third Street Overcrossing Bridge No. 53-0684. Replace bridge railing with concrete barriers and upgrade lighting. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	35330	21-22	PA&ED	\$822,000	\$822,000
24 08-SBd-40 0.4	3006V 0817000031	In Barstow, at 0.4 mile east of Route 15/40 Separation. Reconstruct a damaged section of trapezoidal channel. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	1H400	19-20	PS&E R/W Sup	\$780,000 \$20,000	\$897,000 \$23,000
25 08-SBd-40 R125.0/R154.6	3003J 0815000201	In and near Needles, from 4.5 miles east of Homer Wash to Arizona State line. Regrade and flatten median cross slope. (Concurrent consideration of funding under Resolution E-19-25; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 192 Collision(s) reduced	0R142	19-20	PS&E R/W Sup	\$2,300,000 \$200,000	\$2,300,000 \$200,000
26 09-Ker-202 R4.7/R5.1	2620 0916000016	Near Tehachapi, from 0.2 mile west to 0.2 mile east of Cummings Valley Road East. Construct a left turn lane from southbound Route 202 to Cummings Valley Road East. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 39 Collision(s) reduced	36720	21-22	PS&E R/W Sup	\$970,000 \$620,000	\$970,000 \$620,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
27 10-Ama-88 6.2	3418 1018000075	Near lone, at Buena Vista Road. Improve safety by constructing a roundabout. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 34 Collision(s) reduced	1J050	21-22	PA&ED	\$1,390,000	\$1,390,000
28 11-Imp-98 32.1/32.5	1240 1117000021	In Calexico, from Ollie Avenue to Rockwood Avenue. Construct and upgrade pedestrian curb ramps. (Categorically Exempt) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-02B; August 2018.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 22 Curb ramp(s)	42780	21-22	PS&E	\$650,000	\$650,000
29 11-SD-5 R47.0/R48.0	1279 1117000206	In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane in southbound direction for operational efficiency. <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 77.0 Daily vehicle hour(s) of delay (DVHD)	43017	21-22	PA&ED	\$207,000	\$207,000
30 11-SD-Var	1127 1114000056	In San Diego County, on routes 5, 15, 75 and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with Americans with Disabilities Act (ADA) Standards. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 72 Curb ramp(s)	41810	19-20	R/W Sup	\$101,000	\$117,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
31 12-Ora-1 27.0/29.9	2470A 1216000120	In Huntington Beach, from Seapoint Street to Warner Avenue at Boisa Chica State Beach. Construct rumble strips and install outer separation barrier in southbound direction. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 2 Collision(s) reduced	0Q280	19-20	PS&E	\$605,000	\$719,000
32 12-Ora-5 10.1/10.6	2632A 1215000034	In San Juan Capistrano, from El Horno Street to south of Junipero Serra Road; also in Irvine, from Route 133 to south of Sand Canyon Avenue (PM 23.2/R23.7). Reconstruct slopes and apply vegetation to control sediment transport. (Categorically Exempt) <u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure</u> 2.5 Acre(s) treated/pollutant	0P090	19-20	PS&E	\$600,000	\$600,000
33 12-Ora-22 R10.7/R12.7	2970A 1216000129	In the cities of Orange and Santa Ana, from 0.2 mile east of Route 5 to 0.2 mile west of Tustin Avenue. Replace median barrier, add safety lighting, and improve drainage. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 120 Collision(s) reduced	0Q320	21-22	PA&ED	\$814,000	\$814,000
34 12-Ora-39 9.7	3182 1217000080	In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 31 Collision(s) reduced	0Q640	20-21	PS&E	\$475,000	\$550,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
35 12-Ora-74 11.5/16.6	4218 1215000024	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Orange/Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST).	0P030	19-20	PS&E	\$4,826,000	\$4,826,000
		(Concurrent consideration of funding under Resolution E-19-28; March 2019.)			R/W Sup	\$1,018,000	\$1,018,000
		(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 76 months beyond the 36 month deadline.)					
		(Concurrent amendment under SHOPP Amendment 18H-008.)					
		(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.)					
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 167 Collision(s) reduced					
36 12-Ora-90 4.0	4373 1217000042	In Brea, at the intersection of Route 90 (Imperial Highway) with Jasmine Drive/Berry Street. Improve safety by modifying the existing traffic signals and lighting, adding safety lighting, and refreshing pavement striping.	0Q420	19-20	PS&E	\$370,000	\$440,000
		(Categorically Exempt)			R/W Sup	\$216,000	\$216,000
		(As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 3 months beyond the 36 month deadline.)					
		<u>Program Code</u> 201.010 - Safety Improvements					
		<u>Performance Measure</u> 23 Collision(s) reduced					

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a)	Support Allocations for SHOPP Projects					Resolution FP-18-53	

Component	No. of Phases	Total Amount
PA&ED	9	\$8,383,000
PS&E	25	\$34,509,000
R/W Sup	20	\$6,878,000
Total	54	\$49,770,000

2.5 Highway Financial Matters

REPLACEMENT ITEM

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
1 01-DN-199 1.1/2.6	1130 0119000028	Near Crescent City, at various locations from north of Elk Valley Cross Road to south of Walker Road. Culvert rehabilitation and fish passage. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 5 Culvert(s)	48802	20-21	PA&ED	\$300,000	\$300,000
2 01-DN-199 6.3/36.3	1055 0119000016	In Del Norte County, at various locations from south of Myrtle Creek Bridge to south of the Oregon State line. Culvert rehabilitation and fish passage. (Concurrent consideration of funding under Resolution E-19-15; March 2019.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 12 Culvert(s)	48801	19-20	PS&E R/W Sup	\$655,000 \$52,000	\$655,000 \$52,000
3 02-Las-299 18.5/25.6	3467 0200020286	Near Adin, from west of Boyd Hill Lookout Road to Butte Creek Bridge; also in Modoc County from Ash Creek Bridge to east of County Road 87 (PM 0.0/0.5 and PM 1.0/1.8). Roadway rehabilitation. (Concurrent consideration of funding under Resolution E-19-18; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.120 - Roadway Rehabilitation (3R) <u>Performance Measure</u> 16.8 Lane mile(s)	4E450	19-20	PS&E R/W Sup	\$1,330,000 \$280,000	\$1,330,000 \$325,000
4 02-Sis-96 23.0/103.4	3601 0215000105	Near Happy Camp, from 0.3 miles west of Swillup Creek Bridge to Route 263. Drainage system restoration. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 20 Culvert(s)	1H090	19-20	PS&E	\$730,000	\$730,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
5 03-ED-50 18.5/22.5	3335 0318000294	In and near Placerville, from west of Schnell School Road to east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 4 Culvert(s)	4H370	19-20	PS&E R/W Sup	\$290,000 \$60,000	\$290,000 \$60,000
6 03-Yub-20 0.1	8140 0313000033	In Marysville, at the Feather River Bridge No. 18 -009. Scour mitigation and retrofit piers. (Concurrent consideration of funding under Resolution E-19-20; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.111 - Bridge Scour Mitigation <u>Performance Measure</u> 1 Bridge(s)	3F560	20-21	PS&E R/W Sup	\$2,700,000 \$200,000	\$2,700,000 \$200,000
7 04-Ala-580 R8.0	0480J 0414000009	Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33-0121R. Rehabilitate westbound structure. (Categorically Exempt) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0J520	19-20	R/W Sup	\$120,000	\$120,000
8 04-Ala-880 11.3/12.3	0480A 0414000010	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0J530	19-20	PS&E R/W Sup	\$1,980,000 \$704,000	\$1,980,000 \$704,000

WITHDRAWN PRIOR TO CTC MEETING

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
9 04-SCI-101	0481H 0414000013	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at eight locations. (Categorically Exempt) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 5,956.0 Linear feet	0J560	19-20	PS&E	\$2,250,000	\$2,250,000
10 05-SB-154 R31.8/R32.1	2651 0516000075	In the city of Santa Barbara, at La Colina Road Undercrossing (UC) No. 51-0256 (PM R31.82) and at Primavera Road UC No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 19 months beyond the 36 month deadline.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 2 Bridge(s)	1H450	21-22	PS&E R/W Sup	\$2,135,000 \$52,000	\$2,135,000 \$52,000
11 06-Kin-43 0.0/3.2	6965 0618000061	In and near Corcoran, from the Tulare County line to west of Santa Fe Avenue. Pavement rehabilitation. (Categorically Exempt) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 7.2 Lane mile(s)	0X390	19-20	PS&E	\$900,000	\$900,000
12 07-LA-1 9.9	4729 0714000102	In the city of Los Angeles, at Wilmington Overhead No. 53-0352. Paint and repair bridge deck. (Categorically Exempt) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 1 Bridge(s)	30560	19-20	PS&E	\$1,237,000	\$1,237,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
13 07-LA-1 R34.5/35.2	5041 0716000121	In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 129 Field element(s)	32720	20-21	PS&E	\$3,159,000	\$3,159,000
14 07-LA-60 R0.6/11.8	5040 0716000120	In and near the city of Los Angeles, from EB Route 60/5 Separation to Route 605; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 10 (PM 18.3), and Route 605 (PM 20.2). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) on Route 2, Route 5, Route 10, and Route 605. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 62 Field element(s)	32710	20-21	PS&E	\$1,028,000	\$1,028,000
15 10-Alp-88	3134 1013000009	Near Markleeville, on Routes 4, 88, and 89 at various locations. Bridge rail upgrade on four bridges. (Concurrent consideration of funding under Resolution E-19-26; March 2019.) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 550.0 Linear feet	0X750	19-20	PS&E R/W Sup	\$1,460,000 \$110,000	\$1,737,000 \$115,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
16 10-SJ-99	3227 1017000036	In San Joaquin, Merced, and Stanislaus Counties, on Routes 5, 12, 59, 99, and 152 at various locations. Upgrade or replace inefficient and damaged Traffic Monitoring Station (TMS) elements. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 101 Field element(s)	1G750	19-20	PS&E R/W Sup	\$1,719,000 \$465,000	\$1,719,000 \$465,000
17 11-SD-8 R25.1/R40.1	1332 1118000219	In San Diego County, from 0.6 mile west of Harbison Canyon Undercrossing to 0.4 mile east of Horsethief Road Undercrossing. Rehabilitate culverts. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 13 Culvert(s)	42211	19-20	R/W Sup	\$200,000	\$200,000
18 12-Ora-5 3.3	2563 1216000004	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	0P700	19-20	PS&E	\$963,000	\$1,145,000
19 12-Ora-73 12.9/R26.8	4080 1218000079	In Laguna Hills, Laguna Niguel, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Moulton Parkway to Bristol Street. Rehabilitate bridge decks, bridge joints, and approach slabs to preserve service life on ten bridges. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 10 Bridge(s)	0R340	21-22	PA&ED	\$494,000	\$494,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
20 12-Ora-Var	3959 1218000117	In the cities of Santa Ana, Tustin, Irvine, Newport Beach, Costa Mesa, and Anaheim on various routes. Rehabilitate pavement by repairing broken concrete slabs and replacing asphalt concrete with Rubberized Hot Mix Asphalt (RHMA-G) at 17 connectors, one ramp, and one overcrossing. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 19.4 Lane mile(s)	0R560	21-22	PA&ED	\$3,000,000	\$3,000,000

Component	No. of Phases	Total Amount
PA&ED	3	\$3,794,000
PS&E	15	\$22,995,000
R/W Sup	10	\$2,293,000
Total	28	\$29,082,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-18-53

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$78.1 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 82 phases programmed in the 2018 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$78.1 million for 82 support phases in the SHOPP, as follows:

- \$49.8 million for 54 SHOPP support phases and
- \$28.3 million for 28 SHOPP (SB 1) support phases.

The attached lists describe 82 SHOPP phases totaling \$78.1 million for PA&ED, PS&E and R/W support costs that are ready now.

BACKGROUND:

The 2018 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2018 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that \$78.1 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
1 01-Hum-101 75.3/77.6	2346 0112000156	In Eureka, from north of Herrick Avenue Overcrossing to south of the Eureka Slough Bridge. Upgrade curb ramps, sidewalks, and signal push-buttons to Americans with Disabilities Act (ADA) Standards. (Concurrent consideration of funding under Resolution E-19-16; March 2019.) <u>Program Code</u> 201.378 - Americans with Disabilities Act Pedestrian Infrastructure <u>Performance Measure</u> 50 Curb ramp(s)	0B620	19-20	PS&E R/W Sup	\$921,000 \$644,000	\$921,000 \$730,000
2 01-Lak-29 12.8/14.4	3102 0115000003	Near Lower Lake, from north of Spruce Grove Road to south of Hofacker Lane. Widen shoulders. (Concurrent consideration of funding under Resolution E-19-17; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 18 Collision(s) reduced	0E720	19-20	PS&E R/W Sup	\$1,119,000 \$88,000	\$1,119,000 \$88,000
3 02-Sha-273 14.9/15.7	3626 0216000033	In Redding, from 0.1 mile north of South Redding Underpass to 0.1 mile north of California Street. Construct Americans with Disabilities Act (ADA) compliant ramps and sidewalks. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 24 months beyond the 36 month deadline.) <u>Program Code</u> 201.378 - Americans with Disabilities Act Pedestrian Infrastructure <u>Performance Measure</u> 19 Curb ramp(s)	1H720	21-22	R/W Sup	\$750,000	\$750,000
4 02-Sha-299 44.3/44.9	3742 0219000027	Near Redding, from 1.9 miles west to 1.3 miles west of Du Bois Road. Curve improvement. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 38 Collision(s) reduced	4H930	21-22	PA&ED	\$1,310,000	\$1,310,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
5 02-Teh-32 20.2/20.3	3726 0218000162	Near Forest Ranch, west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with Cased Secant Piling (CSP) retaining wall. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H460	19-20	PS&E	\$330,000	\$330,000
6 03-But-162 18.4/19.9	2635 0317000166	In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. (Concurrent consideration of funding under Resolution E-19-19; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 50 Collision(s) reduced	2H630	19-20	PS&E R/W Sup	\$1,769,000 \$2,023,000	\$1,769,000 \$2,023,000
7 03-Nev-49 1.5/2.6	4137 0318000026	Near Higgins Corner, at the intersection with Wolf Road/Combie Road. Improve safety by providing acceleration lanes at the intersection. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 29 Collision(s) reduced	3H640	19-20	PS&E R/W Sup	\$670,000 \$40,000	\$770,000 \$40,000
8 03-Nev-80 29.5/29.7	4298 0317000044	Near Truckee and Floriston, from Farad Road to 2.17 mile west of Sierra County line. Mitigate rockfall and stabilize cut-slope erosion with draped mesh and a drainage ditch. (Categorically Exempt) <u>Program Code</u> 201.150 - Roadway Protective Betterments <u>Performance Measure</u> 1 Location(s)	2H000	20-21	PS&E R/W Sup	\$750,000 \$280,000	\$750,000 \$280,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
9 03-Pla-65 R7.8/R12.0	4901 0318000331	In Placer, Sacramento, and Nevada Counties on Routes 5, 51, 65, and 174 at various locations. Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 153 Collision(s) reduced	4H550	19-20	PA&ED	\$200,000	\$200,000
10 03-Pla-65 R13.0/R13.1	4902 0318000332	In Lincoln, at South Ingram Slough Bridge No. 19 -0188L/R. Repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H560	19-20	PA&ED	\$220,000	\$220,000
11 03-Sac-5 22.0/22.9	5865 0317000066	In the city of Sacramento, from south of Broadway to 0.12 mile south of R Street. Highway planting rehabilitation. (Categorically Exempt) <u>Program Code</u> 201.210 - Highway Planting Restoration <u>Performance Measure</u> 16 Acre(s)	2H130	21-22	PS&E R/W Sup	\$520,000 \$80,000	\$520,000 \$80,000
12 03-Yub-49 5.9/6.1	9683 0318000178	Near Camptonville, from 0.5 mile to 0.7 mile north of Camptonville Road. Permanent slope restoration by placing Rock Slope Protection (RSP), constructing concrete barrier and drainage systems, and widening shoulders. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H120	19-20	PS&E R/W Sup	\$880,000 \$90,000	\$880,000 \$90,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
13 04-Ala-80 4.5/R7.6	1488S 0415000183	In Berkeley and Albany, from Route 13 to east of El Cerrito Separation. Install median safety lighting and replace median concrete barrier. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 185 Collision(s) reduced	3J700	19-20	PS&E R/W Sup	\$2,750,000 \$100,000	\$2,750,000 \$100,000
14 04-Ala-84 R0.7/R3.1	1493F 0416000005	In Fremont, from north end of Dumbarton Bridge to south of the Toll Plaza. Install outer separation barrier between route and frontage road. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 23 Collision(s) reduced	4J750	19-20	PS&E R/W Sup	\$2,500,000 \$240,000	\$2,500,000 \$240,000
15 04-CC-4 R1.0/R9.0	1454F 0417000161	In and near Martinez, from East Hercules Underpass to west of Pine Street/Center Avenue. Install safety lighting and apply High Friction Surface Treatment (HFST). (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 68 Collision(s) reduced	3K440	21-22	PA&ED	\$920,000	\$920,000
16 04-Mrn-101 0.2	1492J 0415000344	Near Sausalito, at 0.1 mile south of Alexander Avenue. Restore damaged drainage systems. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 2 Location(s)	4J420	19-20	PS&E R/W Sup	\$850,000 \$100,000	\$850,000 \$100,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
17 04-SCI-280 11.3	1488N 0415000184	In Cupertino, at northbound offramp to Foothill Expressway. Upgrade traffic signal system for right-turn movement. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 20 Collision(s) reduced	3J710	19-20	PS&E R/W Sup	\$285,000 \$45,000	\$340,000 \$45,000
18 04-SF-1	1489B 0415000221	In the City and County of San Francisco, on Routes 1, 35, 80, 101 and 280 at various locations. Crosswalk safety enhancements. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 55 Collision(s) reduced	3J890	19-20	PS&E R/W Sup	\$914,000 \$91,000	\$914,000 \$91,000
19 04-Son-121 3.4/6.5	0738 0400020007	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips. (Concurrent consideration of funding under Resolution E-19-21; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 13 Collision(s) reduced	0G680	19-20	PS&E	\$3,750,000	\$4,313,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
20 05-SLO-101 38.5/39.4	2765 0518000035	Near Santa Margarita, from north of Route 58 to 2.9 miles south of Santa Barbara Road. Super elevation corrections, Open Graded Asphalt Concrete (OGAC) overlay and replace guardrail. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-008.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 24 months beyond the 36 month deadline.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 67 Collision(s) reduced	1J710	20-21	PS&E R/W Sup	\$968,000 \$27,000	\$968,000 \$27,000
21 06-Tul-216 0.0/R2.9	6696 0618000012	In and near Visalia, from Route 198 to east of Sol Road. Rehabilitate roadway by replacing distressed asphalt, provide non-motorized transportation facilities and bring Americans with Disabilities Act (ADA) facilities to current standards. (Long Lead Project) (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.120 - Roadway Rehabilitation (3R) <u>Performance Measure</u> 5.44 Lane Mile(s)	0W900	22-23	PA&ED	\$2,500,000	\$2,500,000
22 07-LA-2 13.1/14.3	4420 0700021024	In Los Angeles County, in various cities on routes 60, 66, 164 and 210 at various locations. Construct and install storm water treatment Best Management Practices (BMPs). (Categorically Exempt) <u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure</u> 48.4 Acre(s) treated/pollutant	28830	19-20	PS&E	\$2,447,000	\$2,863,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
23 07-LA-110 23.1	5485 0718000272	In the city of Los Angeles, at Third Street Overcrossing Bridge No. 53-0684. Replace bridge railing with concrete barriers and upgrade lighting. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	35330	21-22	PA&ED	\$822,000	\$822,000
24 08-SBd-40 0.4	3006V 0817000031	In Barstow, at 0.4 mile east of Route 15/40 Separation. Reconstruct a damaged section of trapezoidal channel. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	1H400	19-20	PS&E R/W Sup	\$780,000 \$20,000	\$897,000 \$23,000
25 08-SBd-40 R125.0/R154.6	3003J 0815000201	In and near Needles, from 4.5 miles east of Homer Wash to Arizona State line. Regrade and flatten median cross slope. (Concurrent consideration of funding under Resolution E-19-25; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 88 Collision(s) reduced	0R142	19-20	PS&E R/W Sup	\$2,300,000 \$200,000	\$2,300,000 \$200,000
26 09-Ker-202 R4.7/R5.1	2620 0916000016	Near Tehachapi, from 0.2 mile west to 0.2 mile east of Cummings Valley Road East. Construct a left turn lane from southbound Route 202 to Cummings Valley Road East. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 39 Collision(s) reduced	36720	21-22	PS&E R/W Sup	\$970,000 \$620,000	\$970,000 \$620,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
27 10-Ama-88 6.2	3418 1018000075	Near lone, at Buena Vista Road. Improve safety by constructing a roundabout. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 34 Collision(s) reduced	1J050	21-22	PA&ED	\$1,390,000	\$1,390,000
28 11-Imp-98 32.1/32.5	1240 1117000021	In Calexico, from Ollie Avenue to Rockwood Avenue. Construct and upgrade pedestrian curb ramps. (Categorically Exempt) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-02B; August 2018.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 22 Curb ramp(s)	42780	21-22	PS&E	\$650,000	\$650,000
29 11-SD-5 R47.0/R48.0	1279 1117000206	In Carlsbad, from Palomar Airport Road to Cannon Road. Construct auxiliary lane in southbound direction for operational efficiency. <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 77.0 Daily vehicle hour(s) of delay (DVHD)	43017	21-22	PA&ED	\$207,000	\$207,000
30 11-SD-Var	1127 1114000056	In San Diego County, on routes 5, 15, 75 and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with Americans with Disabilities Act (ADA) Standards. (Categorically Exempt) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 108 Curb ramp(s)	41810	19-20	R/W Sup	\$101,000	\$117,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
31 12-Ora-1 27.0/29.9	2470A 1216000120	In Huntington Beach, from Seapoint Street to Warner Avenue at Boisa Chica State Beach. Construct rumble strips and install outer separation barrier in southbound direction. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 2 Collision(s) reduced	0Q280	19-20	PS&E	\$605,000	\$719,000
32 12-Ora-5 10.1/10.6	2632A 1215000034	In San Juan Capistrano, from El Horno Street to south of Junipero Serra Road; also in Irvine, from Route 133 to south of Sand Canyon Avenue (PM 23.2/R23.7). Reconstruct slopes and apply vegetation to control sediment transport. (Categorically Exempt) <u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure</u> 2.5 Acre(s) treated/pollutant	0P090	19-20	PS&E	\$600,000	\$600,000
33 12-Ora-22 R10.7/R12.7	2970A 1216000129	In the cities of Orange and Santa Ana, from 0.2 mile east of Route 5 to 0.2 mile west of Tustin Avenue. Replace median barrier, add safety lighting, and improve drainage. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 120 Collision(s) reduced	0Q320	21-22	PA&ED	\$814,000	\$814,000
34 12-Ora-39 9.7	3182 1217000080	In Stanton, at the intersection of Chapman Avenue. Modify signals, add safety lighting, add crosswalk striping, and bring Americans with Disabilities Act (ADA) facilities to current standards. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 31 Collision(s) reduced	0Q640	20-21	PS&E	\$475,000	\$550,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-53	
35 12-Ora-74 11.5/16.6	4218 1215000024	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Orange/Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST). (Concurrent consideration of funding under Resolution E-19-28; March 2019.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 76 months beyond the 36 month deadline.) (Concurrent amendment under SHOPP Amendment 18H-008.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.010 - Safety Improvements	0P030	19-20	PS&E R/W Sup	\$4,826,000 \$1,018,000	\$4,826,000 \$1,018,000
36 12-Ora-90 4.0	4373 1217000042	In Brea, at the intersection of Route 90 (Imperial Highway) with Jasmine Drive/Berry Street. Improve safety by modifying the existing traffic signals and lighting, adding safety lighting, and refreshing pavement striping. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 3 months beyond the 36 month deadline.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 23 Collision(s) reduced	0Q420	19-20	PS&E R/W Sup	\$370,000 \$216,000	\$440,000 \$216,000

Component	No. of Phases	Total Amount
PA&ED	9	\$8,383,000
PS&E	25	\$34,509,000
R/W Sup	20	\$6,878,000
Total	54	\$49,770,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
1 01-DN-199 1.1/2.6	1130 0119000028	Near Crescent City, at various locations from north of Elk Valley Cross Road to south of Walker Road. Culvert rehabilitation and fish passage. <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 5 Culvert(s)	48802	20-21	PA&ED	\$300,000	\$300,000
2 01-DN-199 6.3/36.3	1055 0119000016	In Del Norte County, at various locations from south of Myrtle Creek Bridge to south of the Oregon State line. Culvert rehabilitation and fish passage. (Concurrent consideration of funding under Resolution E-19-15; March 2019.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 12 Culvert(s)	48801	19-20	PS&E R/W Sup	\$655,000 \$52,000	\$655,000 \$52,000
3 02-Las-299 18.5/25.6	3467 0200020286	Near Adin, from west of Boyd Hill Lookout Road to Butte Creek Bridge; also in Modoc County from Ash Creek Bridge to east of County Road 87 (PM 0.0/0.5 and PM 1.0/1.8). Roadway rehabilitation. (Concurrent consideration of funding under Resolution E-19-18; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.120 - Roadway Rehabilitation (3R) <u>Performance Measure</u> 16.8 Lane mile(s)	4E450	19-20	PS&E R/W Sup	\$1,330,000 \$280,000	\$1,330,000 \$325,000
4 02-Sis-96 23.0/103.4	3601 0215000105	Near Happy Camp, from 0.3 miles west of Swillup Creek Bridge to Route 263. Drainage system restoration. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 20 Culvert(s)	1H090	19-20	PS&E	\$730,000	\$730,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
5 03-ED-50 18.5/22.5	3335 0318000294	In and near Placerville, from west of Schnell School Road to east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 4 Culvert(s)	4H370	19-20	PS&E R/W Sup	\$290,000 \$60,000	\$290,000 \$60,000
6 03-Yub-20 0.1	8140 0313000033	In Marysville, at the Feather River Bridge No. 18 -009. Scour mitigation and retrofit piers. (Concurrent consideration of funding under Resolution E-19-20; March 2019.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.111 - Bridge Scour Mitigation <u>Performance Measure</u> 1 Bridge(s)	3F560	20-21	PS&E R/W Sup	\$2,700,000 \$200,000	\$2,700,000 \$200,000
7 04-Ala-580 R8.0	0480J 0414000009	Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33-0121R. Rehabilitate westbound structure. (Categorically Exempt) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0J520	19-20	R/W Sup	\$120,000	\$120,000
8 04-Ala-880 11.3/12.3	0480A 0414000010	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0J530	19-20	PS&E R/W Sup	\$1,980,000 \$704,000	\$1,980,000 \$704,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
9 04-SCI-101	0481H 0414000013	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at eight locations. (Categorically Exempt) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 5,956.0 Linear feet	0J560	19-20	PS&E	\$2,250,000	\$2,250,000
10 05-SB-154 R31.8/R32.1	2651 0516000075	In the city of Santa Barbara, at La Colina Road Undercrossing (UC) No. 51-0256 (PM R31.82) and at Primavera Road UC No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 19 months beyond the 36 month deadline.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 2 Bridge(s)	1H450	21-22	PS&E R/W Sup	\$2,135,000 \$52,000	\$2,135,000 \$52,000
11 06-Kin-43 0.0/3.2	6965 0618000061	In and near Corcoran, from the Tulare County line to west of Santa Fe Avenue. Pavement rehabilitation. (Categorically Exempt) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 7.2 Lane mile(s)	0X390	19-20	PS&E	\$900,000	\$900,000
12 07-LA-1 9.9	4729 0714000102	In the city of Los Angeles, at Wilmington Overhead No. 53-0352. Paint and repair bridge deck. (Categorically Exempt) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 1 Bridge(s)	30560	19-20	PS&E	\$1,237,000	\$1,237,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
13 07-LA-1 R34.5/35.2	5041 0716000121	In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-11B; March 2019.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 129 Field element(s)	32720	20-21	PS&E	\$3,159,000	\$3,159,000
14 07-LA-60 R0.6/11.8	5040 0716000120	In and near the city of Los Angeles, from EB Route 60/5 Separation to Route 605; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 10 (PM 18.3), and Route 605 (PM 20.2). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) on Route 2, Route 5, Route 10, and Route 605. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 62 Field element(s)	32710	20-21	PS&E	\$1,028,000	\$1,028,000
15 10-Alp-88	3134 1013000009	Near Markleeville, on Routes 4, 88, and 89 at various locations. Bridge rail upgrade on four bridges. (Concurrent consideration of funding under Resolution E-19-26; March 2019.) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 550.0 Linear feet	0X750	19-20	PS&E R/W Sup	\$1,460,000 \$110,000	\$1,737,000 \$115,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
16 10-SJ-99	3227 1017000036	In San Joaquin, Merced, and Stanislaus Counties, on Routes 5, 12, 59, 99, and 152 at various locations. Upgrade or replace inefficient and damaged Traffic Monitoring Station (TMS) elements. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 101 Field element(s)	1G750	19-20	PS&E R/W Sup	\$1,719,000 \$465,000	\$1,719,000 \$465,000
17 11-SD-8 R25.1/R40.1	1332 1118000219	In San Diego County, from 0.6 mile west of Harbison Canyon Undercrossing to 0.4 mile east of Horsethief Road Undercrossing. Rehabilitate culverts. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 13 Culvert(s)	42211	19-20	R/W Sup	\$200,000	\$200,000
18 12-Ora-5 3.3	2563 1216000004	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	0P700	19-20	PS&E	\$963,000	\$1,145,000
19 12-Ora-73 12.9/R26.8	4080 1218000079	In Laguna Hills, Laguna Niguel, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Moulton Parkway to Bristol Street. Rehabilitate bridge decks, bridge joints, and approach slabs to preserve service life on ten bridges. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 10 Bridge(s)	0R340	21-22	PA&ED	\$494,000	\$494,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-53	
20 12-Ora-Var	3959 1218000117	In the cities of Santa Ana, Tustin, Irvine, Newport Beach, Costa Mesa, and Anaheim on various routes. Rehabilitate pavement by repairing broken concrete slabs and replacing asphalt concrete with Rubberized Hot Mix Asphalt (RHMA-G) at 17 connectors, one ramp, and one overcrossing. (Concurrent amendment under SHOPP Amendment 18H-008.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 19.4 Lane Mile(s)	0R560	21-22	PA&ED	\$3,000,000	\$3,000,000

Component	No. of Phases	Total Amount
PA&ED	3	\$3,794,000
PS&E	15	\$22,995,000
R/W Sup	10	\$2,293,000
Total	28	\$29,082,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5b.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS (ADVANCEMENT)**
RESOLUTION FP-18-61

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$353,789,000 for the four projects programmed in the State Highway Operation and Protection Program (SHOPP) in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$353,789,000 for four projects programmed in the SHOPP in FY 2019-20.

BACKGROUND:

The attached vote list describes four SHOPP projects programmed in FY 2019-20 totaling \$353,789,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time; however, one of the allocations is contingent on the passage of the 2019 Budget Act.

FINANCIAL RESOLUTION:

Resolved that \$321,384,000 be allocated from the Budget Act of 2018 and 2019, Budget Act Items 2660-302-0042, 2660-302-0890, and Non-Budget Act Item 2660-802-3290 for construction and \$32,405,000 for construction engineering for the four SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(4)	SHOPP Projects (ADVANCEMENTS)	Resolution FP-18-61		
1 \$19,700,000	Near Oroville, from 0.1 mile south of Palermo Road to 0.6 mile north of Ophir Road. <u>Outcome/Output:</u> Improve safety by widening for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. This project will reduce the number and severity of collisions.	03-2294 SHOPP/19-20 CON ENG \$3,700,000 CONST \$23,130,000 0318000053	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$370,000 <u>\$3,330,000</u> \$3,700,000 \$1,600,000 <u>\$14,400,000</u> \$16,000,000
Butte 03-But-70 8.8/12.1	<u>Performance Measure:</u> Planned: 58, Actual: 58 Collision(s) reduced	4 3H710		
Preliminary				
<u>Engineering</u> <u>Budget</u> <u>Expended</u>				
PA&ED \$1,135,000 \$1,113,256				
PS&E \$2,240,000 \$48,534				
R/W Sup \$2,320,000 \$24,741				
(CEQA - ND, 10/19/2018)				
(NEPA - FONSI, 10/19/2018)				
(Future consideration of funding approved under Resolution E-18-155; December 2018.)				
(EA 3H710/PPNO 03-2294 combined with EA 3F280/PPNO 03-9801 for construction under EA 3H71U/Project ID 0319000051.)				
(Related STIP allocation for EA 3F280/PPNO 03-9801 under Resolution FP-18-55; March 2019)				
(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-09B; December 2018.)				

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(4)	SHOPP Projects (ADVANCEMENTS)			Resolution FP-18-61

2	In the city of Sacramento, from Route 5 to Watt Avenue. <u>Outcome/Output:</u> Rehabilitate pavement with continuously reinforced concrete pavement, increase vertical clearances at overcrossings, widen onramps to add ramp metered lanes, upgrade curb ramps, and replace concrete barrier, structure approach slabs, lighting, signs, Intelligent Transportation System (ITS) elements, and guardrail. This project will improve safety, ride quality, and traffic operations.	03-6177	505-3290 RMRA	\$2,959,000
\$312,700,000		SHOPP/19-20	001-0890 FTF	<u>\$22,841,000</u>
		CON ENG	20.10.201.120	\$25,800,000
Sacramento		\$25,800,000		
03-Sac-50		CONST	2017-18	
L0.6/R5.3		\$286,900,000	802-3290 RMRA	\$32,907,000
		0315000074	2019-20	
		4	302-0890 FTF	<u>\$253,993,000</u>
		0H080	20.20.201.120	\$286,900,000

Preliminary		
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$7,800,000	\$3,383,322
PS&E	\$1,400,000	\$4,910
R/W Sup	\$1,800,000	\$33,752

(CEQA - CE, 8/13/2018)

(NEPA - CE, 8/13/2018)

(EA 0H080/PPNO 03-6177 combined with SB 1 SCCP project EA 3F360/PPNO 03-3301 under EA 0H08U/PPNO 03-6254 to utilize the design-build delivery method.)

(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 52 months beyond the 36 month deadline.)

(Concurrent SB 1 SCCP allocation (PPNO 03-3301/EA 3F360) under Resolution SCCP-A-1819-08; March 2019.)

(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-07B; October 2018.)

CONTINGENT ON THE PASSAGE OF THE 2019 BUDGET ACT.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	5.3	47.6	0.7	53.6
Post Condition	Lane mile(s)	53.6	0.0	0.0	53.6

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type																								
2.5b.(4)	SHOPP Projects (ADVANCEMENTS)	Resolution FP-18-61																										
3 \$18,387,000 Santa Clara 04-SCI-152 7.6/M10.2	In Gilroy, from 0.3 miles west of Santa Teresa Boulevard to Route 101. <u>Outcome/Output:</u> Rehabilitate roadway by grinding and resurfacing existing asphalt pavement, and upgrade traffic signals and curb ramps. This project will improve ride quality and extend service life of the pavement. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	04-1452D SHOPP/19-20 CON ENG \$1,800,000 CONST \$14,165,000 0417000019 4 2K750	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$241,000 <u>\$1,859,000</u> \$2,100,000 \$1,868,000 <u>\$14,419,000</u> \$16,287,000																								
	<u>Budget</u> \$1,400,000 \$1,900,000 \$68,000	<u>Expended</u> \$607,362 \$1,243,181 \$64,088																										
	(CEQA - CE, 2/28/2018; Re-validation 11/30/2018) (NEPA - CE, 2/28/2018; Re-validation 11/30/2018) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)																											
	<table><tr><th colspan="6">Performance Measure: Pavement</th></tr><tr><th></th><th><u>Unit</u></th><th><u>Good</u></th><th><u>Fair</u></th><th><u>Poor</u></th><th><u>Quantity</u></th></tr><tr><td>Existing Condition</td><td>Lane mile(s)</td><td>0.0</td><td>9.4</td><td>0.0</td><td>9.4</td></tr><tr><td>Post Condition</td><td>Lane mile(s)</td><td>9.4</td><td>0.0</td><td>0.0</td><td>9.4</td></tr></table>				Performance Measure: Pavement							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	0.0	9.4	0.0	9.4	Post Condition	Lane mile(s)	9.4	0.0	0.0	9.4
Performance Measure: Pavement																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Lane mile(s)	0.0	9.4	0.0	9.4																							
Post Condition	Lane mile(s)	9.4	0.0	0.0	9.4																							
4 \$3,002,000 San Diego 11-SD-52 0.4/14.8	In the city of San Diego and Santee, from 0.4 mile east of Route 5 to Route 125. <u>Outcome/Output:</u> Construct rumble strips, construct concrete barrier, and upgrade guardrail and end treatments. This project will improve safety by reducing the frequency and severity of collisions from vehicles leaving the traveled way. <u>Performance Measure:</u> Planned: 38, Actual: 38 Collision(s) reduced	11-1135 SHOPP/19-20 CON ENG \$905,000 CONST \$3,982,000 1115000026 4 42030	001-0042 SHA 001-0890 FTF 20.10.201.015 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.015	\$16,000 <u>\$789,000</u> \$805,000 \$44,000 <u>\$2,153,000</u> \$2,197,000																								
	<u>Budget</u> \$478,000 \$1,015,000 \$0	<u>Expended</u> \$477,658 \$604,666 \$0																										
	(CEQA - CE, 1/24/2018; Re-validation 12/19/2018) (NEPA - CE, 1/24/2018; Re-validation 12/19/2018)																											

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5c.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FP-18-54**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$7,637,000 for 10 locally-administered State Transportation Improvement Program (STIP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$7,637,000 for 10 locally-administered STIP projects, as follows:

- \$4,378,000 for six STIP projects and
- \$3,259,000 for four STIP Planning, Programming, and Monitoring projects.

BACKGROUND:

The attached vote list describes 10 locally-administered STIP projects totaling \$7,637,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$7,637,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0042 and 2660-101-0890 for 10 locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System				Resolution FP-18-54
1 \$10,000 Humboldt County <u>HCAOG</u> 01-Humboldt	Pedestrian Safety Improvements and Shoulder Widening. In McKinleyville on Central Avenue from the southerly terminus on Bella Vista Hill to Mill Creek. Construction of shoulders for pedestrian safety improvements and new thermoplastic striping. <u>Outputs/Outcomes</u> Pedestrian/Bicycle facilities mile(s) constructed	01-2514 RIP/18-19 PA&ED \$10,000 0119000035 S	2017-18 101-0042 SHA 20.30.600.620	\$10,000
	<u>Unit</u> Miles	<u>Total</u> 0.3		
2 \$955,000 City of Susanville <u>LCTC</u> 02-Lassen	City Rehabilitation SC4. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - CE, 01/08/2016.) (Right of Way Certification: 11/19/2018.)	02-2515 RIP/18-19 CONST \$955,000 0215000104 S	2017-18 101-0042 SHA 20.30.600.621	\$955,000
3 \$956,000 City of Susanville <u>LCTC</u> 02-Lassen	City Rehabilitation SC5. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - CE, 01/08/2016.) (Right of Way Certification: 11/19/2018.)	02-2516 RIP/18-19 CONST \$956,000 0215000103 S	2017-18 101-0042 SHA 20.30.600.621	\$956,000
4 \$250,000 Plumas County <u>PCTC</u> 02-Plumas	Graeagle-Johnsville Road Reconstruction. Within the community of Johnsville and on Graeagle-Johnsville Road, Polar Valley Road, the Plumas Eureka State Park and the Plumas National Forest. Provide pavement rehabilitation and reconstruction including drainage improvements, erosion control, guardrails and guardrail upgrades. <u>Outputs/Outcomes</u> Bicycle lane mile(s)	02-2548 RIP/18-19 PA&ED \$250,000 0219000074 S	2017-18 101-0890 FTF 20.30.600.620	\$250,000
	<u>Unit</u> Miles	<u>Total</u> 3.39		
5 \$1,867,000 Siskiyou County <u>SCLTC</u> 02-Siskiyou	Ager Road Rehabilitation. On Ager Road from MP 13.37 to 16.57, pulverize top 0.125 feet of AC, place geotextile fabric and overlay. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - CE, 12/07/2015.) (NEPA - CE, 01/27/2016. Revalidated 12/11/2018) (Right of Way Certification: 02/05/2019.)	02-2568 RIP/18-19 CONST \$1,867,000 0216000062 S	2017-18 101-0890 FTF 20.30.600.621	\$1,867,000
	<u>Unit</u> Miles	<u>Total</u> 3.2		

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5c.(3a)	Locally-Administered STIP Projects Off the State Highway System			Resolution FP-18-54
6	Hot Springs Road Reconstruction. In Alpine County, near	10-3115	2017-18	
\$340,000	Markleeville, on Hot Springs Road from Laramie Street to end	RIP/18-19	101-0042	\$340,000
	at Grover Hot Springs State Park.	PS&E	SHA	
Alpine County		\$340,000	20.30.600.620	
<u>ACLTC</u>	<u>Outputs/Outcomes</u>	1016000002		
10-Alpine	Intersection(s) modified	S		
	Local road operational improvement(s)			
		Unit	Total	
		Each	1	
		Each	1	
	(CEQA - MND, 01/02/2019.)			
	(Concurrent Consideration of Funding under			
	Resolution E-19-34; March 2019.)			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-18-54
1 \$117,000 Santa Barbara County Association of Governments <u>SBCAG</u> 05-Santa Barbara	Planning, Programming and Monitoring	05-1914 RIP/18-19 CONST \$250,000 \$117,000 0519000049 S	2017-18 101-0042 SHA 20.30.600.670	\$117,000
2 \$2,309,000 Los Angeles County Metropolitan Transportation Authority <u>LACMTA</u> 07-Los Angeles	Planning, Programming and Monitoring	07-9001 RIP/18-19 CONST \$2,309,000 0719000153 S	2017-18 101-0042 SHA 20.30.600.670	\$2,309,000
3 \$668,000 Riverside County Transportation Commission <u>RCTC</u> 08-Riverside	Planning, Programming and Monitoring	08-9803 RIP/18-19 CONST \$668,000 0819000043 S	2017-18 101-0042 SHA 20.30.600.670	\$668,000
4 \$165,000 Stanislaus Council of Governments <u>StanCOG</u> 10-Stanislaus	Planning, Programming and Monitoring	10-9953 RIP/18-19 CONST \$165,000 1019000058 S	2017-18 101-0042 SHA 20.30.600.670	\$165,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.6a.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED STIP TRANSIT
PROGRAM PROJECT
RESOLUTION MFP-18-07**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$26,200,000 for the locally-administered State Transportation Improvement Program (STIP) Transit Systemwide Light Rail Vehicles project (PPNO 4025), in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$26,200,000 for the locally-administered STIP Transit Systemwide Light Rail Vehicles project (PPNO 4025), in Los Angeles County.

BACKGROUND:

The attached vote list describes one locally-administered STIP Transit project totaling \$26,200,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$26,200,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-101-0890 for the locally-administered STIP Transit project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Location	Project Description	PPNO Program/Year Phase	Budget Year Item #	Amount by
<u>RTPA/CTC</u>						Prgm'd Amount	Fund Type	Amount by
District-County						Project ID	Fund Type	Fund Type
						Adv. Phase	Program Code	
2.6a.(1)	Locally-Administered STIP Transit Projects						Resolution MFP-18-07	
1	\$26,200,000		Systemwide Light Rail Vehicles. Los Angeles County-Acquisition of 78 light rail cars, plus 39 (Option 2).			07-4025	2017-18	
						RIP/18-19	101-0890	\$26,200,000
						CONST	FTF	
Los Angeles County		<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>		\$26,200,000	30.10.070.626	
Metropolitan						0719000169		
Transportation Agency						S		
<u>LACMTA</u>		(CEQA - CE, 12/2/2014.)						
07-Los Angeles		(NEPA - CE, 12/2/2014)						
		Los Angeles County Metropolitan Transportation Authority will use the \$26.2M in allocated funds to purchase 7 new light rail vehicles.						

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.6a.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED STIP RAIL
PROGRAM PROJECT
RESOLUTION MFP-18-08**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$2,000,000 for the locally-administered State Transportation Improvement Program (STIP) Rail Del Mar Bluffs Stabilization Project 4 project (PPNO 2108), in San Diego County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$2,000,000 for the locally-administered STIP Rail Del Mar Bluffs Stabilization Project 4 project (PPNO 2108), in San Diego County.

BACKGROUND:

The attached vote list describes one locally-administered STIP Rail project totaling \$2,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$2,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-0046 for the locally-administered STIP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
2.6a.(2)	Locally-Administered STIP Rail Projects			Resolution MFP-18-08
1	Del Mar Bluffs Stabilization Project 4. In the City of Del Mar	75-2108	2017-18	
\$2,000,000	between Milepost (MP) 244.1 and MP 245.7 on the San	IIP/17-18	301-0046	\$2,000,000
	Diego Subdivision of the Los Angeles-San Diego-San Luis	CONST	PTA	
San Diego Association	Obispo (LOSSAN) Corridor. Stabilize eroding areas of the	\$2,000,000	30.20.020.720	
of Governments	Del Mar Bluffs with soil support including drilled shafts and tie	0019000260		
<u>SANDAG</u>	backs.	S4		
75-San Diego				
	<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
	Operational improvement(s)	Each	1	
	(CEQA - Pre-Empted, 49 CFR 10501(b))			
	(Time extension for FY 17-18 CON expires on 04/30/2019.)			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5c.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED STIP PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION FP-18-55**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$7,400,000 for the State-Administered State Transportation Improvement Program (STIP) SR70 Passing Lanes (Segment 1) project (PPNO 9801), on the State Highway System, in Butte County, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$7,400,000 for the State-Administered STIP SR70 Passing Lanes (Segment 1) project (PPNO 9801), on the State Highway System, in Butte County, programmed in 2019-20.

BACKGROUND:

The attached vote list describes one State-Administered STIP project totaling \$7,400,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$6,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-0042 and 2660-301-0890 for construction and \$1,400,000 for construction engineering for the State-Administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(4)	State-Administered STIP Projects On the State Highway System (Advancements)			Resolution FP-18-55
1 \$7,400,000 Department of Transportation <u>BCAG</u> Butte 03-BUT-70 M8.8/R12.1	SR70 Passing Lanes (Segment 1). On State Route 70, from 0.1 mile south of Palermo Road, to 0.3 0.6 miles north of Ophir Road/Pacific Heights intersection. Construct passing lanes. <u>Outputs/Outcomes</u> Passing lane mile(s) constructed Operational improvement(s) Final Right of Way (IIP) Right of Way Estimate: Programmed Amount: Adjustments: (Credit) Final Right of Way (RIP) Right of Way Estimate: Programmed Amount: Adjustments: (Credit) (CONST savings of \$1,700,000 to be returned to interregional share balance.) (CONST savings of \$1,700,000 to be returned to Butte County regional shares.) (CEQA - ND, 12/05/2018.) (NEPA - FONSI, 12/5/2018) (Future Consideration of Funding approved under Resolution E-18-155; December 2018.) (R/W Certification 11/20/2018.) (Contribution from other sources: \$16,000,000 Capital and \$3,700,000 Support from concurrent SHOPP allocation under Resolution FP-18-61 ; March 2019.) (EA 3F280, PPNO 9801 combined with EA 03-3H710, PPNO 2294 for construction under EA 3H71U, Project ID 0319000051.)	03-9801 IIP/19-20 CON ENG \$700,000 CONST \$4,700,000 \$3,000,000 RIP/19-20 CON ENG \$700,000 CONST \$4,700,000 \$3,000,000 0312000155 3,4 3F280	001-0042 SHA 001-0890 FTF 20.10.025.700 2017-18 301-0042 SHA 301-0890 FTF 20.20.025.700 001-0042 SHA 001-0890 FTF 20.10.075.600 2017-18 301-0042 SHA 301-0890 FTF 20.20.075.600	\$80,290 <u>\$619,710</u> \$700,000 \$344,100 <u>\$2,655,900</u> \$3,000,000 \$80,290 <u>\$619,710</u> \$700,000 \$344,100 <u>\$2,655,900</u> \$3,000,000

2.5 Highway Financial Matters

YELLOW REPLACEMENT ITEM

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item # Fund Type	Fund Type
Recipient	Project Description	Phase		
<u>RTPA/CTC</u>		Prgm'd Amount		
County		Project ID		
Dist-Co-Rte		Adv Phase		
Postmile	Project Support Expenditures	EA	Program Code	
2.5c.(4)	State-Administered STIP Projects On the State Highway System (Advancements)			Resolution FP-18-55
1	SR70 Passing Lanes (Segment 1). On State Route 70, from 0.1 mile south of Palermo Road, to 0.3 0.6 miles north of Ophir Road/Pacific Heights intersection. Construct passing lanes.	03-9801	001-0042 SHA	\$80,290
\$7,400,000		IIP/19-20	001-0890 FTF	<u>\$619,710</u>
		CON ENG	20.10.025.700	\$700,000
		\$700,000		
Department of	<u>Outputs/Outcomes</u>	CONST	2017-18	
Transportation	Passing lane mile(s) constructed			
<u>BCAG</u>	Operational improvement(s)	\$4,700,000	301-0042 SHA	\$344,100
Butte	Development (IIP)	\$3,000,000	301-0890 FTF	<u>\$2,655,900</u>
03-BUT-70	Support Estimate:		20.20.025.700	\$3,000,000
M8.8/R12.1	Programmed Amount:	RIP/19-20		
	Adjustments:	CON ENG	001-0042 SHA	\$80,290
	\$305,000 (Credit)	\$700,000	001-0890 FTF	<u>\$619,710</u>
		CONST	20.10.075.600	\$700,000
	Final Right of Way (IIP)	\$4,700,000		
	Right of Way Estimate:	\$3,000,000	2017-18	
	Programmed Amount:	0312000155	301-0042 SHA	\$344,100
	Adjustments: (Credit)	3,4	301-0890 FTF	<u>\$2,655,900</u>
		3F280	20.20.075.600	\$3,000,000
	Final Project Development (RIP)			
	Support Estimate:			
	Programmed Amount:			
	Adjustments:			
	\$305,000 (Credit)			
	Final Right of Way (RIP)			
	Right of Way Estimate:			
	Programmed Amount:			
	Adjustments: (Credit)			
	(CONST savings of \$1,700,000 to be returned to interregional share balance.)			
	(CONST savings of \$1,700,000 to be returned to Butte County regional shares.)			
	(CEQA - ND, 12/05/2018.)			
	(NEPA - FONSI, 12/5/2018)			
	(Future Consideration of Funding approved under Resolution E-18-155; December 2018.)			
	(R/W Certification 11/20/2018.)			
	(Contribution from other sources: \$16,000,000 Capital and \$3,700,000 Support from concurrent SHOPP allocation under Resolution FP-18-61 ; March 2019.)			
	(EA 3F280, PPNO 9801 combined with EA 03-3H710, PPNO 2294 for construction under EA 3H71U, Project ID 0319000051.)			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.6g.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT RESOLUTION TIRCP-1819-07**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,555,000 for the Transit and Intercity Rail Capital Program (TIRCP) Blue Line Rail Corridor Enhancements project (PPNO CP032), in San Diego County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$1,555,000 for the TIRCP Blue Line Rail Corridor Enhancements project (PPNO CP032), in San Diego County.

BACKGROUND:

The attached vote list describes one TIRCP project totaling \$1,555,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$1,555,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0046 and 2660-301-0046R for the TIRCP project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Project Title	PPNO Program/Year	Budget Year	Amount by
Recipient	Recipients	Location	Phase	Item #	Fund Type
<u>RTPA/CTC</u>	<u>RTPA/CTC</u>	<u>Location</u>	<u>Project ID</u>	<u>Fund Type</u>	<u>Amount by</u>
District-County	District-County	Project Description	Adv. Phase	Program Code	Fund Type
2.6g.(1b)		Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation for PTA)			Resolution TIRCP-1819-07
1		(2018: 17) Blue Line Rail Corridor Enhancements. Design	11-CP032	2017-18	
\$1,555,000		of Beech Street Double Crossover, America Plaza Pedestrian	TIRCP/18-19	301-0046R	\$693,000
		Enhancements, Green Line Double Tracking, and Stop	PS&E	GGRF	
San Diego		Improvements for Bus Rapid Transit 925.	\$1,134,000	30.20.301.100	
Metropolitan Transit			\$693,000		
System		<u>Outcome/Output:</u> Increased ridership, reduced greenhouse		2017-18	
<u>SANDAG</u>		gas emissions, enhanced network integration, improved	TIRCP/18-19	101-0046	\$862,000
11-San Diego		operational flexibility, and improved safety	PS&E	PTA	
			\$1,409,000	30.10.030.200	
		(CEQA - NOE, 9/12/2018.)	\$862,000		
			0019000237		
			S		
		The current allocation includes the following funding split:			
		\$693,000 GGRF and \$862,000 SB1 Augmentation for PTA)			
		The unused PS&E amount of \$988,000 is not needed due to			
		match funds available for PS&E from local sources. These			
		remaining programmed funds will be reprogrammed to the			
		CON phase of the project.			
		(SB 1 Augmentation for PTA)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5g.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED PROPOSITION 1B
TRADE CORRIDOR IMPROVEMENT FUND PROJECT
RESOLUTION TCIF-A-1819-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$5,430,000 for the locally-administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Rail Project 129 - Everport Terminal Berth Efficiency and Emission Reduction Project (PPNO TC129), in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$5,430,000 for the locally-administered Proposition 1B TCIF Rail Project 129 - Everport Terminal Berth Efficiency and Emission Reduction Project (PPNO TC129), in Los Angeles County.

BACKGROUND:

The attached vote list describes one locally-administered Proposition 1B TCIF Rail project totaling \$5,430,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$5,430,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-304-6056 for the locally-administered Proposition 1B TCIF Rail project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5)	Proposition 1B - Locally-Administered TCIF Projects		Resolution TCIF-A-1819-02	
1 \$5,430,000 Port of Los Angeles <u>LACMTA</u> 75-Los Angeles	Everport Terminal Berth Efficiency and Emission Reduction Project. The project is located at the Everport Terminal on Terminal Island in the Port of Los Angeles. The project entails a new wharf at the Everport Terminal to accommodate larger vessels and more/larger electrified gantry cranes. <u>Outcome/Output:</u> Operational improvements. (Concurrent Proposition 1B TCIF Baseline Agreement under Resolution TCIF-P-1819-05B; March 2019.) (CEQA - EIR; 10/24/2017.) (Future Consideration of Funding approved under Resolution E-18-167; December 2018.)	75-TC129 TCIF/18-19 CONST \$5,430,000 0019000267 S4	2017-18 304-6056 TCIF 30.20.723.000	\$5,430,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

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

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC) OFF THE STATE
HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-20**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,704,000 for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) – Formulaic projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$3,704,000 for two locally-administered SB 1 LPP – Formulaic projects, off the State Highway System as follows:

- \$3,704,000 for two LPP – Formulaic projects.

BACKGROUND:

The attached vote list describes two locally-administered SB 1 LPP – Formulaic projects totaling \$3,704,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$3,704,000 be allocated from Non-Budget Act Item 2660-601-3290 for two locally-administered SB 1 LPP – Formulaic projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(3a)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Formulaic)		Resolution LPP-A-1819-20	
1 \$200,000 City of El Cerrito <u>MTC</u> 04-Contra Costa	Eureka Avenue and Lexington Avenue Street Improvements. In the City of El Cerrito: on Eureka Avenue from Kearney Street to Liberty Street and Lexington Avenue from Eureka Avenue to one block north. Rehabilitate pavement, reconstruct sections of sidewalk, curb, and gutter and storm drain facilities; install new and modified existing curb ramps. install new traffic signing and pavement markings; and remove and replace several trees <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - NOE, 10/19/2018.) (Right of Way Certification, 01/18/2019) (Contribution from other sources: \$353,000.)	04-2321C LPP-F/18-19 CONST \$200,000 0419000253 S	2017-18 601-3290 RMRA 20.30.210.200	\$200,000
2 \$3,504,000 City of Clovis <u>FCOG</u> 06-Fresno	Willow Avenue Street Improvements, Shepherd - Copper Avenue. The project consists of reconstructing Willow Avenue from Shepherd to Copper Avenues. Work includes constructing the second and third northbound travel lanes, earthwork and grading, installation of aggregate base and asphalt concrete, median curb, median landscape and irrigation, median concrete cap, concrete curb and gutter, sidewalk, drive approaches, valley gutters, curb return ramps, traffic signal at Perrin, utility work consisting of a water main, recycled water main, sewer main, storm drain, and Fresno Irrigation District facilities, construction of PG&E facilities, adjustment of existing facilities and striping and signage. <u>Outputs/Outcomes</u> Bicycle lane mile(s) Sidewalk mile(s) Local road lane-mile(s) rehabilitated (CEQA - MND, 05/24/2018.) (Future Consideration of Funding approved under Resolution E-18-169; December 2018) (Right of Way Certification: 01/09/2019.) (Contribution from other sources: \$3,904,000.)	06-6929 LPP-F/18-19 CONST \$3,504,000 0619000067 S	2017-18 601-3290 RMRA 20.30.210.200	\$3,504,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5s.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM (FORMULAIC) PROJECT OFF THE STATE
HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION LPP-A-1819-21**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$822,000 for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) - Formulaic Cabrillo Boulevard Pedestrian Improvements project (PPNO 1834B), off the State Highway System, in Santa Barbara County, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$822,000 for the locally-administered SB 1 LPP - Formulaic Cabrillo Boulevard Pedestrian Improvements project (PPNO 1834B), off the State Highway System, in Santa Barbara County, programmed in 2019-20 because this project is advanced from a future program year.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 LPP – Formulaic project totaling \$822,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
2.5s.(4)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System		Resolution LPP-A-1819-21	
	(Advancements - Formulaic)			
1	Cabrillo Boulevard Pedestrian Improvements. Replace	05-1834B	2017-18	
\$822,000	existing Railroad bridge and construct roadway improvements	LPP-F/19-20	601-3290	\$450,000
	for bicyclists and pedestrians.	PS&E	RMRA	
		\$450,000		
Santa Barbara County	<u>Outputs/Outcomes</u>	R/W	601-3290	\$372,000
Association of	Bicycle lane mile(s)		RMRA	
Governments	New local road bridge structure(s)	0514000085	20.30.210.200	
<u>SBCAG</u>	Sidewalk mile(s)	S		
05-Santa Barbara				
	(CEQA - CE, 05/22/2018.)			
	(Contribution from other sources: \$822,000.)			
	<u>THE DEPARTMENT RECOMMENDS THIS ITEM BE</u>			
	<u>DEFERRED AT THIS TIME.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5s.(5)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED MULTI-FUNDED
SENATE BILL 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM/LOCAL
PARTNERSHIP PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION SCCP-A-1819-06
RESOLUTION LPP-A-1819-22**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$85,370,000 for the multi-funded State-Administered Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP)/Local Partnership Program (LPP) US 101 Marin Sonoma Narrows Segment C2 – HOV Lanes Gap Closure project (PPNO 0360Q), on the State Highway System, in Sonoma County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$85,370,000 for the multi-funded State-Administered SB 1 SCCP/LPP US 101 Marin Sonoma Narrows Segment C2 – HOV Lanes Gap Closure project (PPNO 0360Q), on the State Highway System, in Sonoma County.

BACKGROUND:

The attached vote list describes one multi-funded State-Administered SB 1 SCCP/LPP project totaling \$85,370,000. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that \$72,770,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-309-0042 and Non-Budget Act Item 2660-801-3290 for construction and \$12,600,000 for construction engineering for the multi-funded State-Administered SB 1 SCCP/LPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Phase	Prgm'd Amount	Budget Year	Amount by
<u>RTPA/CTC</u>		County	Location	Project ID	Adv Phase	Item #	Fund Type	Program Code	Fund Type
Dist-Co-Rte		Postmile	Project Description	EA					
			Project Support Expenditures						
2.5s.(5) Multi-Funded State-Administered SCCP/LPP Project									
Resolution SCCP-A-1819-06									
Resolution LPP-A-1819-22									
1	\$85,370,000		Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure. In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	04-0360Q	SCCP/18-19	009-0042 SHA			\$12,600,000
Department of Transportation				CON ENG		20.10.705.100			
MTC				\$12,600,000		2018-19			
Sonoma				CONST		309-0042 SHA			\$72,191,000
04-SON-101				\$72,191,000		20.20.705.100			
4.0/7.3				LPP-F/18-19		2018-19			
				CONST		801-3290 RMRA			\$579,000
				\$579,000		20.20.724.000			
			Final Project Development: N/A	0400020132					
			Final Right of Way: N/A	3,4					
			(CEQA - EIR, 06/29/2018.)	2640F					
			(NEPA - EIS, 06/29/2018)						
			(Future Consideration of Funding approved under Resolution E-09-70; September 2009.)						
			(R/W Certification: 12/31/2018)						
			[Contribution from other sources: CON ENG (\$1,400,000), CONST (\$18,230,000).]						
			<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>						

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5s.(6)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED SENATE BILL 1
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM PROJECT ON THE STATE
HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION SCCP-A-1819-08**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$90,000,000 for the State-Administered Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Avenue) project (PPNO 3301), on the State Highway System, in Sacramento County, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$90,000,000 for the State-Administered SB 1 SCCP US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Avenue) project (PPNO 3301), on the State Highway System, in Sacramento County, programmed in 2019-20.

BACKGROUND:

The attached vote list describes one State-Administered SB 1 SCCP project totaling \$90,000,000. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2019 Budget Act.

FINANCIAL RESOLUTION:

Resolved that \$80,000,000 be allocated from the Budget Act of 2019 Budget Act Item 2660-309-0042 for construction and \$10,000,000 for construction engineering for the State-Administered SB 1 SCCP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Phase	Prgm'd Amount	Budget Year	Amount by									
<u>RTPA/CTC</u>		County	Location	Project ID	Adv Phase	Item #	Fund Type	Program Code	Fund Type									
Dist-Co-Rte		Postmile	Project Description	EA														
			Project Support Expenditures															
2.5s.(6) State-Administered Senate Bill 1 - SSCP Projects On the State Highway System (Advancements)																		
Resolution SSCP-A-1819-08																		
1	\$90,000,000	Department of Transportation	US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Ave). In Sacramento County on US 50, from I-5 to 0.8 mile east of Watt Avenue. Construct 14 lane miles of HOV (or bus/carpool) lanes, widen twelve bridge structures, construct sound walls from Stockton Boulevard to 65th Street, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting, approach slabs, guard rail, and safety barriers.	03-3301	SCCP/19-20		009-0042 SHA	20.10.705.100	\$10,000,000									
		<u>SACOG</u>		CON ENG			2019-20											
		Sacramento		\$10,000,000	CONST		309-0042 SHA		\$80,000,000									
		03-SAC-50		\$80,000,000			20.20.705.100											
		L0.2/R6.1		0312000216														
				3,4														
				3F360														
<table><tr><td><u>Outputs/Outcomes</u></td><td><u>Unit</u></td><td><u>Total</u></td></tr><tr><td>HOV/HOT lane-mile(s) constructed</td><td>Miles</td><td>14</td></tr><tr><td>Sound wall mile(s) constructed</td><td>Miles</td><td>2.4</td></tr></table>										<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	HOV/HOT lane-mile(s) constructed	Miles	14	Sound wall mile(s) constructed	Miles	2.4
<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>																
HOV/HOT lane-mile(s) constructed	Miles	14																
Sound wall mile(s) constructed	Miles	2.4																
Final Project Development: N/A																		
Final Right of Way: N/A																		
(CEQA - MND, 05/31/2017.)																		
(NEPA - FONSI, 05/31/2017)																		
(Future Consideration of Funding approved under Resolution E-17-49; August 2017.)																		
(This project is being administered as a Design-Build contract. Right of Way certification done after award of contract.)																		
(For construction purposes, project EA 3F360, PPNO 3301 to be combined with related SHOPP project EA 0H080, PPNO 6177 under EA 03-0H08U)																		
(Contribution from other sources: \$286,900,000 Capital and \$25,800,000 Support from concurrent SHOPP advance allocation under Resolution FP-18-61; March 2019.																		
(Additional contributions from Local funds: \$2,000,000 for Capital and \$1,000,000 for Support.)																		
(As part of this allocation request, the Department is requesting 88-months for the period of project completion.)																		
<u>CONTINGENT ON THE PASSAGE OF THE 2019 BUDGET ACT.</u>																		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5s.(7)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED MULTI-FUNDED
SENATE BILL 1 TRADE CORRIDORS ENHANCEMENT PROGRAM/STATE
TRANSPORTATION IMPROVEMENT PROGRAM PROJECT ON THE STATE HIGHWAY
SYSTEM
RESOLUTION TCEP-A-1819-08
RESOLUTION FP-18-58**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$26,000,000 for the multi-funded locally-administered Senate Bill 1 (SB 1) Trade Corridors Enhancement Program (TCEP)/State Transportation Improvement Program (STIP) Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project (PPNO 5388), on the State Highway System, in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$26,000,000 for the multi-funded locally-administered SB 1 TCEP/STIP Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project (PPNO 5388), on the State Highway System, in Los Angeles County.

BACKGROUND:

The attached vote list describes one multi-funded locally-administered SB 1 TCEP/STIP project totaling \$26,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$26,000,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-301-3291, 2660-302-0890, 2660-301-0890 and 2660-301-0042 for the multi-funded locally-administered SB 1 TCEP/STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Phase	Prgm'd Amount	Budget Year	Amount by
<u>RTPA/CTC</u>		County	Location	Project ID	Item #	Fund Type		Program Code	Fund Type
Dist-Co-Rte		Postmile	Project Description	Adv Phase					
			Project Support Expenditures	EA					
2.5s.(7) Multi-Funded Locally-Administered TCEP/STIP Project									
Resolution TCEP-A-1819-08									
Resolution FP-18-58									
1	\$26,000,000	Los Angeles County	Route 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project. In the cities of Artesia and Cerritos, from Shoemaker Avenue to I-605 Interchange and on I-605 from Alondra Blvd to the I-605/SR-91 interchange.	07-5388	2017-18				
		Metropolitan		TCEP-R/18-19	301-3291 TCEA				\$344,000
		Transportation		PS&E	2018-19				
		Authority		\$3,000,000	302-0890 FTF				<u>\$2,656,000</u>
		<u>LACMTA</u>	Construct general purpose and/or auxiliary lanes; modify on/off ramps and upgrade non-standard features.	R/W	20.20.723.200				\$3,000,000
		Los Angeles		\$29,000,000					
		07-LA-605/91		\$14,000,000					
		R16.9/R19.8	<u>Outputs/Outcomes</u>		2017-18				
			Mixed flow lane-mile(s) constructed	Miles	301-3291 TCEA				\$1,606,000
			Modified/Improved Interchanges	Each	2018-19				
			Modified/Reconstructed bridges	Each	302-0890 FTF				<u>\$12,394,000</u>
			Operational Improvements	Each	20.20.723.200				\$14,000,000
				\$22,000,000					
				\$9,000,000					
			(CEQA - ND, 01/25/2019.)	0716000284	2017-18				
			(NEPA - FONSI, 01/25/2019)	4PSEL	301-0042 SHA				\$1,032,000
				4RWCL	301-0890 FTF				<u>\$7,968,000</u>
			(Concurrent Consideration of Funding under Resolution E-19-23 ; March 2019.)	29811	20.20.075.600				\$9,000,000
			(Concurrent SB 1 TCEP Baseline Agreement under Resolution TCEP-P-1819-09B , March 2019.)						
			(TCEP R/W Savings of \$15,000,000 to be returned to the Los Angeles/Inland Empire Regional Programming Target.)						
			(STIP-RIP PS&E savings of \$13,000,000 to be returned to Los Angeles County Share balance.)						
			(Contribution from other sources: \$6,000,000.)						

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5s.(8)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED MULTI-FUNDED
SENATE BILL 1 TRADE CORRIDORS ENHANCEMENT PROGRAM/STATE
TRANSPORTATION IMPROVEMENT PROGRAM/ PROPOSITION 1B STATE ROUTE 99
PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION TCEP-A-1819-09
RESOLUTION FP-18-59
RESOLUTION R99-A-1819-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$43,080,000 for the multi-funded State-Administered Senate Bill 1 (SB 1) Trade Corridors Enhancement Program (TCEP)/State Transportation Improvement Program (STIP)/Proposition 1B State Route 99 Program (SR 99) Livingston Widening Northbound project (PPNO 0161A), on the State Highway System, in Merced County, programmed in Fiscal Year 2021-22?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$43,080,000 for the multi-funded State-Administered SB 1 TCEP/STIP/Proposition 1B SR 99 Livingston Widening Northbound project (PPNO 0161A), on the State Highway System, in Merced County, programmed in 2021-22.

BACKGROUND:

The attached vote list describes one multi-funded State-Administered SB 1 TCEP/STIP/Proposition 1B SR 99 project totaling \$43,080,000. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that \$36,737,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Item 2660-301-0042, 2660-301-0890, 2660-304-6072, 2660-301-3291, and 2660-302-0890 for construction and \$6,343,000 for construction engineering for the multi-funded State-Administered SB 1 TCEP/STIP/Proposition 1B SR 99 project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(8)	Multi-Funded State-Administered TCEP/STIP/Proposition 1B SR99 Project (Advancement)		Resolution TCEP-A-1819-09 Resolution FP-18-59 Resolution R99-A-1819-02	
1 \$43,080,000 Department of Transportation <u>MCAG</u> Merced 10-MER-99 28.2/R37.3	Livingston Widening Northbound. In Livingston, from 0.8 mile south of Hammett Avenue to the Merced/Stanslaus county line. Widen freeway from two lanes to three lanes in the northbound direction only. <u>Outputs/Outcomes</u> Mixed flow lane-mile(s) constructed Final Project Development (IIP) Right of Way Estimate: \$2,997,000 Programmed Amount: <u>\$2,850,000</u> Adjustments: (<20%) \$0 Final Right of Way (IIP) Right of Way Estimate: \$10,000 Programmed Amount: <u>\$20,000</u> Adjustments: (Credit) \$10,000 (CEQA - MND, 11/27/2018.) (NEPA - FONSI, 11/27/2018) (Future Consideration of Funding approved under Resolution E-14-60; December 2014.) (Right of Way Certification 11/07/2018) (IIP savings of \$34,500,000 to be returned to Interregional share balance. RIP savings of \$186,000 to be returned to Merced County share balance.) (Contributions from other sources required by SB1 TCEP-R coming from RIP.) (Non-proportional spending for construction to allow for the expenditure of SR 99 and TCEP funds before expenditure of RIP funds.)	10-0161A RIP/21-22 CON ENG \$0 \$4,215,000 CONST \$5,500,000 \$1,099,000 SR99/18-19 CON ENG \$2,128,000 CONST \$6,588,000 TCEP-S/18-19 CONST \$15,000,000 TCEP-R/18-19 CONST \$14,050,000 IIP/21-22 CON ENG \$5,000,000 \$0 CONST \$29,500,000 \$0 1014000167 3,4 0Q121	001-0042 SHA 001-0890 FTF 20.10.075.600 2017-18 301-0042 SHA 301-0890 FTF 20.20.075.600 004-6072 SR99 20.10.722.000 2017-18 304-6072 SR99 20.20.722.000 2017-18 301-3291 TCEA 2018-19 302-0890 FTF 20.20.723.100 2017-18 301-3291 TCEA 2018-19 302-0890 FTF 20.20.723.200	\$483,000 <u>\$3,732,000</u> \$4,215,000 \$126,000 <u>\$973,000</u> \$1,099,000 \$2,128,000 \$6,588,000 \$1,721,000 <u>\$13,279,000</u> \$15,000,000 \$1,612,000 <u>\$12,438,000</u> \$14,050,000
<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5w.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
RESOLUTION FATP-1819-08**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$26,475,000 for 18 locally-administered Active Transportation Program (ATP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$26,475,000 for 18 locally-administered ATP projects as follows:

- \$11,603,000 for 11 ATP projects and
- \$14,872,000 for seven ATP (SB1 Augmentation) projects.

BACKGROUND:

The attached vote list describes 18 locally-administered ATP projects totaling \$26,475,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time; however, the allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that \$26,475,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-108-0042, 2660-108-0890, 2660-108-3290, and 2660-308-0890 for 18 locally-administered ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects	Resolution FATP-1819-08		
1 \$210,000 Humboldt County <u>HCAOG</u> 01-Humboldt	<p>Manila Moves Class I Bike Path Project. Construct a Class I bike path within the right of way of State Route 255 between Dean Avenue and Carlson Drive.</p> <p>Small Urban and Rural</p> <p><u>Outcome/Output:</u> This project will construct a 1/2 mile separated, share use, path between two disconnected neighborhoods to improve pedestrian and bicycling access.</p> <p>(CEQA - NOE, 01/08/2019.) (NEPA - CE, 01/16/2019)</p> <p>(PPNO 01-2445A is the infrastructure component to PPNO 01-2445B)</p> <p>(Time extension for FY 17-18 PS&E expires on 03/31/2019)</p> <p>(Time extension for FY 17-18 RW expires on 03/31/2019)</p> <p><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></p>	<p>01-2445A ATP/17-18 PS&E \$160,000 R/W \$50,000 0116000077 4PSEL 4RWCL</p>	<p>2017-18 308-0890 FTF 308-0890 FTF 20.20.720.100</p>	<p>\$160,000 \$50,000</p>
2 \$356,000 City of Redding <u>SRTA</u> 02-Shasta	<p>Diestelhorst to Downtown Non-Motorized Improvement Project. Project will span a corridor from Sacramento River Trailhead at Diestelhorst Bridge to downtown neighborhoods under and via Benton Drive, Riverside Drive, Center Street and Division Street. Construct off street paths, Class II separated bikeways, complete sidewalk gaps, improve all intersections, an enhanced crossing including median and rapid flashing beacons and corridor lighting.</p> <p>Small Urban and Rural</p> <p><u>Outcome/Output:</u> Provides improved pedestrian, bicycle, and roadway facilities, which will result in improved mobility, accessibility, and safety.</p> <p>(CEQA - MND, 01/15/2019.) (NEPA - CE, 12/28/2018)</p> <p>(Concurrent Consideration of Funding under Resolution E-19-29; March 2019.)</p> <p>(Time extension for FY 17-18 PS&E expires on 03/31/2019)</p> <p>(Time extension for FY 17-18 RW expires on 03/31/2019)</p>	<p>02-2578 ATP/17-18 PS&E \$316,000 R/W \$40,000 0216000123 S</p>	<p>2017-18 108-0890 FTF 108-0890 FTF 20.30.720.100</p>	<p>\$316,000 \$40,000</p>

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects	Resolution FATP-1819-08		
3 \$2,542,000 City of Vallejo <u>MTC</u> 04-Solano	Safe Routes to School Infrastructure and Non-Infrastructure in the Cities of Benicia, Rio Vista and Vallejo. Implement pedestrian infrastructure improvements at 7 schools. MPO <u>Outcome/Output:</u> Promote safety and walking. (CEQA - NOE, 01/25/2017.) (NEPA - CE, 01/17/2019) (Right of Way Certification: 1/17/2019) (PPNO 2231A is the infrastructure component to PPNO 2231B) (Contribution from other sources: \$84,000.) (Time extension for FY 17-18 CONST expires on 03/31/2019)	04-2231A ATP/17-18 CONST \$2,542,000 0416000483 S	2017-18 108-0890 FTF 20.30.720.100	\$2,542,000
4 \$1,580,000 Tulare County <u>ICAG</u> 06-Tulare	Traver Jacob Street Improvements. Jacob Street between Burke and Canal Drive in Traver, Tulare County, California. Construct approximately 2,100 Linear Feet of 8-foot wide concrete sidewalk with curb and gutter, asphalt paveouts, bike lane, drainage facilities, ADA Ramps, signs and markings. Statewide <u>Outcome/Output:</u> Pedestrian infrastructure and bike lane delineation. (CEQA - NOE , 04/12/2017.) (NEPA - CE, 4/18/2017) (Right of Way Certification: 12/07/2018.)	06-6842 ATP/18-19 CONST \$1,580,000 0617000079 S	2017-18 108-0890 FTF 20.30.720.100	\$1,580,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects	Resolution FATP-1819-08		
5 \$4,107,000 City of Los Angeles <u>LACMTA</u> 07-Los Angeles	Boyle Heights Pedestrian Linkages. Clarence Street and Anderson Street north of the new Sixth Street Viaduct to E 6th Street, Boyle Heights, Los Angeles Pedestrian infrastructure including new sidewalk, sidewalk repairs, and installation of pedestrian lighting, continental crosswalks, and curb ramps. Statewide <u>Outcome/Output:</u> Project will provide new sidewalks, sidewalk repairs, new ADA compliant curb ramps and high visibility crosswalks, a pedestrian-activated traffic signal, pedestrian level lighting and the removal of abandoned railroad tracks. (CEQA - NOE-CE, 01/03/2019.) (NEPA - CE, 08/31/2016; Revalidation 01/17/2019) (Right of Way Certification, 01/11/2019) (Time Extension for FY 17-18 CONST expires on 03/31/2019)	07-5122 ATP/17-18 CONST \$4,107,000 0716000384 S	2017-18 108-0890 FTF 20.30.720.100	\$4,107,000
6 \$60,000 City of San Bernardino <u>SBCTA</u> 08-San Bernardino	San Bernardino City Sidewalk Gap Closure and Bike Lane Safe Routes to School Project. The project will construct sidewalk, curb and gutter infrastructure, new crosswalk striping, street lights, and ADA-accessible curb ramps on: 1) 48th Street - Magnolia and Reservoir; 2) Pepper Avenue - Randall Avenue and Meridian Avenue; and 3) Perris Hill Park Road, as well as education and encouragement activities within the project limits. The project includes the addition of a Class II bike Lane on Meridian Avenue from Beldan Street to Randall Avenue including street widening to accommodate the bike lane. Statewide <u>Outcome/Output:</u> The project will improve the safety of routes to school, increase the proportion of walking trips, encourage increased physical activity among school age children, and contribute to the reduction of childhood obesity. (CEQA - NOE, 1/23/2019.) (NEPA - CE, 5/4/2018) (PPNO 1183B is the non-infrastructure component of 1183A) (Time extension for FY 17/18 R/W expires on 03/31/2019)	08-1183A ATP/17-18 R/W \$60,000 0816000185 S	2017-18 108-0890 FTF 20.30.720.100	\$60,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects		Resolution FATP-1819-08	
7 \$64,000 City of San Bernardino <u>SBCTA</u> 08-San Bernardino	San Bernardino City Sidewalk Gap Closure and Bike Lane Safe Routes to School Project. Non-infrastructure presentation of education and encouragement activities for bicycling on 1) 48th Street, Magnolia and Reservoir; 2) Pepper Avenue, Randall Avenue, and Meridian Avenue; 3) and Perris Hill Park Road. Statewide <u>Outcome/Output:</u> The project will improve the safety of routes to school, increase the proportion of walking trips, encourage increased physical activity among school age children, and contribute to the reduction of childhood obesity. (CEQA - NOE , 1/23/2019.) (NEPA - CE, 5/4/2018) (PPNO 08-1183B is the non-infrastructure component to PPNO 08-1183A.) Time extension for FY 17/18 CON-NI expires 03/31/2019.	08-1183B ATP/17-18 CONST \$64,000 0819000053 S	2017-18 108-0890 FTF 20.30.720.100	\$64,000
8 \$1,074,000 San Bernardino County <u>SBCTA</u> 08-San Bernardino	Santa Ana River Trail Phase IV, Reaches B and C. The Proposed Project is adjacent to the Santa Ana River and reaches from Orange Street in Redlands to Opal Street in Mentone. Design and construction of Phase IV Reaches B, and C of the Santa Ana River Trail, a class I bikeway in San Bernardino County MPO <u>Outcome/Output:</u> The project will extend the Class I Santa Ana River Trail bikeway in San Bernardino County. Concurrent Consideration of Funding under Resolution E-19-32; March 2019. (Time extension for FY 16/17 PS&E expires 02/28/2019) (Time extension for FY 16/17 R/W expires 02/28/2019)	08-1202 ATP/16-17 PS&E \$460,000 R/W \$614,000 0817000067 S	2017-18 108-0890 FTF 108-0890 FTF 20.30.720.100	\$460,000 \$614,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects		Resolution FATP-1819-08	
9 \$889,000 City of National City <u>SANDAG</u> 11-San Diego	Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements. The project is located on 30th Street between D Avenue and 2nd Avenue; 2nd Avenue entrance; the Sweetwater River Bikeway entrances located at 2nd Street and Hoover Avenue. Construct nearly one mile of Class II and Class III bicycle facilities. The project will include bicycle detector loops, bicycle boxes, and decreased land widths for vehicles. Statewide <u>Outcome/Output:</u> Enhanced connection between local network and Sweetwater River Bikeway at Hoover Avenue and 2nd Street. Increased visibility of bicyclists and separate bicyclists from motorized users. Minimize collisions involving non-motorized users by reducing speed. (CEQA - CE, 03/02/2015.) (Right of Way Certification: 12/04/2018)	11-1212 ATP/18-19 CONST \$889,000 1116000122 S	2017-18 108-0042 SHA 20.30.720.100	\$889,000
10 \$466,000 City of La Habra <u>OCTA</u> 12-Orange	La Habra Union Pacific Rail Line Bikeway Project. This project will fund the acquisition of 1,300 feet of bikeway easement. MPO <u>Outcome/Output:</u> This project will increase the overall safety for bicyclists and pedestrians and encourage alternative modes of transportation. This project will also promote healthy lifestyles. (CEQA - MND, 01/24/2018.) (Future Consideration of Funding approved under Resolution E-18-28; March 2018.) (Time extension for FY 16-17 R/W expires on 02/28/2019.)	12-1004 ATP/16-17 R/W \$466,000 1219000040 S	2017-18 108-0042 SHA 20.30.720.100	\$466,000
11 \$255,000 City of Santa Ana <u>OCTA</u> 12-Orange	Safe Routes to School Enhancements for Sepulveda Elementary. On Poplar Street at Occidental Street and at Saint Andrews Place in the City of Santa Ana. Construction of bulb-outs, curb, gutter, sidewalk and curb ramps for two intersections along the safe to school route. MPO <u>Outcome/Output:</u> The project will reduce the number of collisions between pedestrians and bicyclists along the safe routes to school. (CEQA - CE, 07/06/2017.) (Right of Way Certification: 11/14/2018)	12-1009 ATP/18-19 CONST \$255,000 1217000017 S	2017-18 108-0042 SHA 20.30.720.100	\$255,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-08	
1 \$270,000 Monterey County <u>TAMC</u> 05-Monterey	Las Lomas Drive Bicycle Lane and Pedestrian Project. North Monterey County in the unincorporated community of Las Lomas on Las Lomas Drive from Hall Road to Thomas Road and portions of Sill Road. The Project is approximately 1,320 ft. (0.25 mile) consisting of the completion of environmental (NEPA), construction of sidewalks, Class II bicycle lanes, roadway improvements including widening, curb, gutter, driveways, retaining walls, and water treatment facility. Statewide <u>Outcome/Output:</u> Improvements to 1,320 feet of roadway consisting of new sidewalks, Class II bicycle lanes, curb, gutter, driveways, retaining wall and water treatment facility. (CEQA - MND, 11/19/2014.) (NEPA - CE, 01/02/2019) (Future Consideration of Funding approved under Resolution E-18-24; March 2018.) (SB 1 Augmentation)	05-2810 ATP/18-19 PS&E \$270,000 0518000147 S	2017-18 108-3290 RMRA 20.30.720.100	\$270,000
2 \$5,272,000 City of Lancaster <u>LACMTA</u> 07-Los Angeles	2020 Safe Route To School Pedestrian Improvements. Various locations throughout the City of Lancaster - Desert View Elementary School, Mariposa Elementary School, Monte Vista Elementary School, Sierra Elementary School and Sunnysdale Elementary School. The project will install various SRTS improvements at 5 elementary schools within Lancaster. The project elements include closing gaps between existing sidewalks, installation of ADA curb ramps and curb extension. Statewide <u>Outcome/Output:</u> Increased connectivity between neighborhoods and school. The removal of barriers, such as distance and vehicular traffic. Decrease pedestrian/bicycle related accidents by increasing their visibility and motorist awareness around school sites. Increase in the number of children and adults that walk and bike to school. (CEQA - NOE, 09/08/2018.) (Right of Way Certification, 12/13/2018.) (SB 1 Augmentation)	07-5325 ATP/18-19 CONST \$5,272,000 0719000157 S	2017-18 108-3290 RMRA 20.30.720.100	\$5,272,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-08	
3 \$19,000 City of Ventura <u>VCTC</u> 07-Ventura	Harmon Barranca Corridor Gap Closure for Montalvo and Portola Elementary School. Harmon Barranca Path & Telephone Road; Harmon Barranca Path & Ralston Street; Harmon Barranca Path (North link) & Antelope Avenue; Antelope Avenue from Harmon Barranca Path (North link) to Bristol Road; Bristol Road from Antelope Avenue to Harmon Barranca Path (South link). Provide Class IV Cycle Track and Class III Bike Boulevard gap closure, safety features for sidewalk and bicycle infrastructure, serving Montalvo Elementary School and Portola Elementary School students, and surrounding community; connecting parks, employment centers, and connecting a vital low-stress north-south green corridor link to Ventura Community Park. MPO <u>Outcome/Output:</u> Provide north-south low-stress linkages and gap closure that will provide a continuous active transportation corridor of approximately two (2) miles. (SB 1 Augmentation)	07-5459 ATP/18-19 PA&ED \$19,000 0719000155 S	2017-18 108-3290 RMRA 20.30.720.100	\$19,000
4 \$772,000 City of Desert Hot Springs <u>RCTC</u> 08-Riverside	Palm Drive Bicycle and Pedestrian Improvement Project. The project will construct sidewalk, widen bike lanes, reduce vehicle lanes, and add ADA access on the east and west sides of Palm Drive from Camino Aventura on the south to Two Bunch Palms Trail on the north. Statewide <u>Outcome/Output:</u> The project outcome will enhance pedestrian and bike safety on an extremely busy and unsafe section of Palm Drive. (CEQA - NOE , 1/14/2019.) Right of Way Certification: 1/10/2019. (SB 1 Augmentation)	08-1210 ATP/18-19 CONST \$772,000 0819000019 S	2017-18 108-3290 RMRA 20.30.720.100	\$772,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-08	
5 \$7,313,000 City of La Quinta <u>RCTC</u> 08-Riverside	La Quinta Village Complete Streets - A Road Diet. Construct pedestrian and bicycle facilities by reducing the vehicle lanes from four to two and installing roundabouts within La Quinta Village on Calle Tampico, Eisenhower Drive, and Calle Sinaloa/Avenue 52. Statewide <u>Outcome/Output:</u> The project outcome will create a Complete Streets atmosphere by improving bicycle and pedestrian connectivity and safety. (CEQA - FEIR, 12/20/2016.) (Future Consideration of Funding approved under Resolution E-18-149; October 2018.) (Right of Way Certification: 01/09/2019.) (SB 1 Augmentation)	08-1214 ATP/18-19 CONST \$7,313,000 0819000022 S	2017-18 108-3290 RMRA 20.30.720.100	\$7,313,000
6 \$462,000 City of Tehachapi <u>KCOG</u> 09-Kern	Cherry Lane Southside Sidewalk Project. In Tehachapi: On the south side of Cherry Lane from Tucker Road to Elm Street. Install curb, gutter, ADA curb ramps, and sidewalks on the south side of Cherry Lane. MPO <u>Outcome/Output:</u> Construct 2,200 Linear Feet of sidewalk, one new ADA ramp, one new BRFB/signal, reconstruct 4 ramps to standard, 10 ADA drive approaches, and 3 crossing-surface improvements. (CEQA - NOE, 10/18/2018.) (Right of Way Certification: 01/08/2019) (SB 1 Augmentation)	09-6939 ATP/18-19 CONST \$462,000 0918000079 S	2017-18 108-3290 RMRA 20.30.720.100	\$462,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)	Resolution FATP-1819-08		
7 \$764,000 City of Patterson <u>StanCOG</u> 10-Stanislus	Ninth Street Improvements. The intersections of Ninth Street/Ward Avenue and Heartland Ranch/Ward Avenue (which are T-intersections) adjacent to Patterson High School and along 9th Street for 0.4 mile between Ward and Las Palmas Avenue in the City of Patterson, Stanislaus County, California. The proposed project will align the two T-intersections, install pedestrian crosswalks, and install 2,179 linear-feet of new 5-foot wide monolithic sidewalk on the South East side of 9th Street between Ward Avenue and Las Palmas Avenue. Statewide <u>Outcome/Output:</u> The project will directly increase safety and convenience for students to walk and/or bike to school. The aligned intersection would be designed to provide crosswalks that will facilitate crossing by children and pedestrians. (CEQA - CE, 06/04/2018.) (Right of Way Certification: 01/15/2019.) (SB 1 Augmentation)	10-3279 ATP/18-19 CONST \$764,000 1018000090 S	2017-18 108-3290 RMRA 20.30.720.100	\$764,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5w.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM
PROJECTS (ADVANCEMENT)
RESOLUTION FATP-1819-09**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$2,601,000 for two locally-administered Active Transportation Program (ATP) projects, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$2,601,000 for two locally-administered ATP projects, programmed in 2019-20 because these projects are advanced from a future year program.

BACKGROUND

The attached vote list describes two locally-administered ATP projects totaling \$2,601,000. Although the local agencies are ready to proceed with these projects, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2a)	Active Transportation Program Projects (Advancements FY 19-20)		Resolution FATP-1819-09	
1 \$72,000 City of Sunnyvale <u>MTC</u> 04-Santa Clara	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements. In Sunnyvale at 6 intersections: Maude Avenue at Mathilda Avenue, Mathilda Avenue at San Aleso Avenue, Mathilda Avenue at Ahwanee Avenue, Fair Oaks Avenue at Ahwanee Avenue, Fair Oaks Avenue at Caliente Drive, and Fair Oaks Avenue at Wolfe Road. Close slip lanes, add bulbouts, install bicycle detection systems and ADA compliant countdown signals. Also, enhance existing bike lanes and create new bicycle boulevards. Statewide <u>Outcome/Output:</u> The project will provide a safe bicycle network to the schools and throughout the SNAIL and San Miguel Neighborhood, and removed barriers at the intersections (Contribution from other sources: \$18,000.) (PPNO 2416A is the infrastructure component to PPNO 2416B) <u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>	04-2146A ATP/19-20 PA&ED \$72,000 0419000245 S	2017-18 108-0890 FTF 20.30.720.100	\$72,000
2 \$2,529,000 California Department of Transportation <u>Department of Transportation</u> 50-Various	Active Transportation Resource Center (ATRC). Statewide Technical Assistance Resource Center for Active Transportation Program. (Non-infrastructure) Statewide <u>Outcome/Output:</u> The project will provide active transportation support through technical assistance, training, and resource tools/materials for active transportation projects. (CEQA - CE, 10/21/2014.) (Right of Way Certification: 10/21/2014). This is a multi-year programmed project split over various ATP cycles for allocation. As part of this allocation, the local agency is requesting to extend the completion of construction an additional 12 months beyond the 36 month deadline. <u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>	50-0775 ATP/19-20 CONST \$2,529,000 0019000261 S	2017-18 108-0042 SHA 20.30.720.100	\$2,529,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 2.5w.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE ACTIVE TRANSPORTATION PROGRAM
PROJECT (ADVANCEMENT)
RESOLUTION FATP-1819-10**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$95,000 for the locally-administered Active Transportation Program (ATP) Las Lomas Drive Bicycle Lane and Pedestrian Project (PPNO 2810), in Monterey County, programmed in Fiscal Year 2020-21?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$95,000 for the locally-administered ATP Las Lomas Drive Bicycle Lane and Pedestrian Project (PPNO 2810), in Monterey County, programmed in 2020-21 because this project is advanced from a future year program.

BACKGROUND

The attached vote list describes one locally-administered ATP project totaling \$95,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(3a)	Active Transportation Program Projects (Advancements FY 20-21)		Resolution FATP-1819-10	
1 \$95,000 Monterey County <u>TAMC</u> 05-Monterey	Las Lomas Drive Bicycle Lane and Pedestrian Project. North Monterey County in the unincorporated community of Las Lomas on Las Lomas Drive from Hall Road to Thomas Road and portions of Sill Road. The Project is approximately 1,320 ft. (0.25 mile) consisting of the completion of environmental (NEPA), construction of sidewalks, Class II bicycle lanes, roadway improvements including widening, curb, gutter, driveways, retaining walls, and water treatment facility. Statewide <u>Outcome/Output:</u> Improvements to 1,320 feet of roadway consisting of new sidewalks, Class II bicycle lanes, curb, gutter, driveways, retaining wall and water treatment facility. (CEQA - MND, 11/19/2014.) (NEPA - CE, 01/02/2019) (Future Consideration of Funding approved under Resolution E-18-24; March 2018). <u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>	05-2810 ATP/20-21 R/W \$95,000 0518000147 S	2017-18 108-0890 FTF 20.30.720.100	\$95,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8a.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 19-07**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for nine projects, totaling \$24,605,000, programmed in the Active Transportation Program (ATP), for Fiscal Year (FY) 2018-19?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of allocation for nine projects, totaling \$24,605,000, programmed in the ATP, for FY 2018-19.

BACKGROUND:

These agencies will not be able to request an allocation for funds by the June 30, 2019, deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

Current ATP Guidelines, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects are available for allocation only until the end of the fiscal year identified in the ATP. The Commission may approve a waiver to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

Time Extension/Waiver – Project Allocation Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications & Estimate) RW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
1	City of San Jose Santa Clara County PPNO: 04-2150D Coyote Creek Trail – Mabury to Empire project	\$0 \$0 \$0 \$4,046 \$4,046	20 Months 02/28/2021 Support, 20 Months MPO
<p>The City of San Jose (City) requests a 20-month time extension to allocate funding for the CON phase of the Coyote Creek Trail – Mabury to Empire project. The City experienced unexpected delays while obtaining a design consultant and completing design.</p> <p>The City received their PS&E allocation in March 2017 and proceeded with a Request for Qualifications (RFQ) to hire a consultant for the project's engineering design work. The RFQ process resulted in two bids. However, during the consultant agreement execution process, the Department notified the City regarding non-compliant issues with the consultant selection process, specifically with regards to local business preference Section of 23 Code of Federal Regulations Part 172. The City, in July 2017, issued a rejection of all Statement of Qualifications to avoid the loss of grant funding. The City then initiated a new consultant procurement process which resulted in a single bid from CH2M Hill. Because the City received only one bid, it sought guidance from the Department and subsequently provided a detailed background on the proposal's competitive process and moved forward with awarding the contract. During this time, Jacobs (formerly CH2M Hill) conducted a system migration, due to change of ownership, which further delayed the project's schedule. The City and consultant have since begun PS&E work and are requesting an extension to complete design and move ahead with project delivery. The City also has a concurrent PS&E project development expenditure extension request.</p> <p>Therefore, the City is requesting a 20-month time extension to complete design and obtain all clearances by February 28, 2021.</p>			
2	Kern County Kern County PPNO: 06-6827 Kern River Parkway Bike Trail Western Extension Phase I project	\$0 \$0 \$0 \$3,049 \$3,049	12 Months 06/30/2020 Support, 12 Months MPO
<p>Kern County (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Kern River Parkway Bike Trail Western Extension Phase I project. The County experienced unexpected delays due to an alignment change and right of way acquisition.</p> <p>The County received their PA&ED allocation in August 2017. During PA&ED work, the County discovered a significant environmental hazard requiring the bike trail to be shifted within the same undeveloped vacant parcel. This change requires additional seasonal surveys to be conducted in the Spring of 2019, resulting in a five-month delay to environmental clearance. Additionally, Right of Way (RW) acquisition for two parcels required for the project has been stalled. Initially, one property owner supported an easement for the project, however, the owner passed, and the successors are now selling the property. The successors are concerned that the easement will negatively impact the pending sale. The County will work with the new owners to resolve the easement issue. The owner of the second property also initially supported an easement for the project, however, the property was sold. The new owners opted to not encumber their property with an easement. Therefore, the County is now working on alternatives and solutions to resolve this issue. The County anticipates resolving the RW acquisition delay within six-months of obtaining environmental clearance. The County is asking for a total of 12-months to realign the property, obtain environmental clearance and acquire all RW easements.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications & Estimate) RW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
3	City of Thousand Oaks Ventura County PPNO: 07-5445 Conejo School Road and Willow Lane Safe Routes to School Sidewalk Improvements project	\$0 \$0 \$0 \$775 \$775	12 Months 06/30/2020 Support, 12 Months MPO
<p>The City of Thousand Oaks (City) requests a 12-month time extension to allocate funding for the CON phase of the Safe Routes to School Sidewalk Improvements project. The City experienced unexpected delays during the design and RW phases of the project.</p> <p>The project was funded by ATP for CON funds only. All pre-CON phases of the project were funded by local funds. The City anticipated completing Design and obtaining RW clearance by June 2019. However, the City encountered delays due to ongoing efforts by local developers and Southern California Edison (SCE). The developers have several construction activities within the project corridor and SCE has developed plans for undergrounding large portions of their utility network. The additional coordination efforts required due to these activities has delayed the completion of the project's design and resulted in additional RW outreach efforts. The City has begun outreach efforts with local property owners. However, the remaining work requires additional public outreach, surveying and utility coordination beyond what was originally expected. The City anticipates completing RW activities in December 2019 and obtaining RW certification in January 2020 and the City anticipates requesting CON allocation at the March 2020 Commission meeting. However, due to the uncertainty of the remaining RW efforts, the City is requesting an additional three months.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.</p>			
4	Ventura County Ventura County PPNO: 07-5460 Potrero Road Bike Lanes – Phase I project	\$0 \$0 \$0 \$467 \$467	4 Months 10/31/2019 Support, 4 Months MPO
<p>The County of Ventura (County) requests a four-month time extension to allocate funding for the CON phase of the Potrero Road Bike Lanes – Phase I project. The County experienced unexpected delays during the environmental phase of the project.</p> <p>The project has funding from multiple sources including the ATP and Congestion Mitigation and Air Quality Improvement Program (CMAQ). The project requires federal environmental clearance (NEPA) due to the source of funding. The County began the environmental work and submitted the Preliminary Environmental Studies (PES) package to the Department for review. The Department reviewed the PES and required the Natural Environmental Study, Initial Site Assessment, Site Investigations, Work Plan, and Health and Safety Plan. The County anticipated completing the environmental phase prior to the June 2019 deadline, however, the Site Investigation Study has taken longer than anticipated. The County submitted the Site Investigation Study to the Department in December 2018 and anticipates clearance by April 2019. The County, upon completion of the final study, could then proceed with obtaining RW Certification. The RW Certification is expected in late May 2019 thus prohibiting the County from requesting the CON allocation at the June 2019 Commission meeting. The County is requesting a four-month extension to allow for completing the final environmental study and obtaining the RW certification.</p> <p>Therefore, the County requests a four-month time extension to allocate CON by October 31, 2019.</p>			

**Time Extension/Waiver – Project Allocation Deadline
 Active Transportation Program**

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications & Estimate) RW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
5	City of Highland San Bernardino County PPNO: 08-1181A Highland/Redlands Regional Connector Project	\$0 \$0 \$0 \$3,596 \$3,596	20 Months 02/28/2021 Support, 20 Months State
<p>The City of Highland (City) requests a 20-month time extension to allocate funding for the CON phase of the Highland/Redlands Regional Connector Project. The City experienced unexpected delays during the environmental phase of the project.</p> <p>The project is programmed for CON funding only. The City anticipated completing pre-CON phases and requesting a CON allocation by the June 2019 deadline. However, at the time the City prepared the ATP funding application, it was anticipated that the environmental evaluation and mitigation, related to the proposed improvements, would be covered under the Upper Santa Ana River Habitat Conservation Plan (HCP; a regional and multi-agency project led by the San Bernardino County Water Conservation District. The HCP project was anticipated to be approved by all governing agencies by January 2018. However, approval of HCP has been delayed several times and the date of final approval is unknown at this time. Due to the uncertainty of the HCP, and to proceed with the ATP project, the City prepared a project specific Biological Assessment (BA) and entered formal consultation with the United State Fish and Wildlife Service (USFWS). The City anticipates consultation with USFWS to be completed by February 2020. As part of the Native American Consultation (NAC) process, the City has been in contact with two local Native American Nations, the San Manuel Band of Mission Indians and the Soboba Band of Luiseno Indians. There is no timeframe available for the NAC process, but the City feels confident it will be completed by February 2020. The City expects obtaining NEPA clearance immediately after consultation with all required entities. The City could then proceed with design and request CON allocation by February 2021. This project has a concurrent CON Non-Infrastructure Allocation time extension (PPNO 1181B) request also on this month's Commission agenda.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.</p>			
6	City of Highland San Bernardino County PPNO: 08-1181B Highland/Redlands Regional Connector Program	\$0 \$0 \$0 \$40 \$40	20 Months 02/28/2021 Support, 20 Months State
<p>The City of Highland (City) requests a 20-month time extension to allocate funding for the CON phase of the Highland/Redlands Regional Connector Program. The City experienced unexpected delays during the environmental phase of the project.</p> <p>The project is programmed for CON funding only. The City anticipated completing pre-CON phases and requesting a CON allocation by the June 2019 deadline. However, at the time the City prepared the ATP funding application, it was anticipated that the environmental evaluation and mitigation, related to the proposed improvements, would be covered under the Upper Santa Ana River Habitat Conservation Plan (HCP); a regional and multi-agency project led by the San Bernardino County Water Conservation District. The HCP project was anticipated to be approved by all governing agencies by January 2018. However, approval of HCP has been delayed several times and the date of final approval is unknown at this time. Due to the uncertainty of the HCP, and to proceed with the ATP project, the City prepared a project specific Biological Assessment (BA) and entered formal consultation with the United State Fish and Wildlife Service (USFWS). The City anticipates consultation with USFWS to be completed by February 2020. As part of the Native American Consultation (NAC) process, the City has been in contact with two local Native American Nations, the San Manuel Band of Mission Indians and the Soboba Band of Luiseno Indians. While no timeframe is available for the NAC process, the City feels confident it will be completed by February 2020. The City expects obtaining NEPA clearance immediately after consultation with all required entities. The City could then proceed with design and request CON allocation by February 2021. This project has a concurrent CON Infrastructure Allocation time extension (PPNO 1181A) request also on this month's Commission agenda.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.</p>			

**Time Extension/Waiver – Project Allocation Deadline
 Active Transportation Program**

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications & Estimate) RW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
7	City of Moreno Valley Riverside County PPNO: 08-1195 Segment of the Juan Bautista De Anza Multi-Use Trail project	\$0 \$0 \$0 \$1,125 \$1,125	12 Months 06/30/2020 Support, 12 Months MPO
<p>The City of Moreno Valley (City) requests a 12-month time extension to allocate funding for the CON phase of the Segment of the Juan Bautista De Anza Multi-Use Trail project. The City experienced unexpected delays while obtaining environmental clearance.</p> <p>The City received a six-month allocation time extension for PS&E and RW funds in June 2018, due to delays in obtaining environmental clearance. In November 2018, the City received environmental clearance and subsequently requested PS&E and RW allocations in December 2018. The City's original schedule shows PS&E and RW phases to be completed within a 14-month period. The City has been diligently working on completing this work and expects to be finished by March 2020. The City requires the extension to acquire four properties, finish utility agreements, receive encroachment permits, and property easements. The City's current schedule has PS&E completing by November 2019 and RW certification by March 2020. The City expects to receive CON allocation by June 2020.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.</p>			
8	Coachella Valley Association of Governments Riverside County PPNO: 08-1226 CV Link-Multi-Modal Transportation Corridor project	\$0 \$0 \$0 \$10,792 \$10,792	12 Months 06/30/2020 Support, 12 Months MPO
<p>The Coachella Valley Association of Governments (CVAG) requests a 12-month time extension to allocate funding for the CON phase of the Segment of the CV Link-Multi-Modal Transportation Corridor project. CVAG experienced unexpected delays while obtaining environmental clearance.</p> <p>CVAG received their RW allocation in June 2017. The project requires parcel acquisition from the Riverside County Flood Control & Water Conservation District, Coachella Valley Water District, and Tribal land. The Tribal land is held by individual owners and requires lengthy negotiations involving the Tribe and Bureau of Indian Affairs. The project limits extend over 43-miles and RW certification is required prior to construction. CVAG anticipates completing RW for one of the segments by June 30, 2020. CVAG has a concurrent RW project development expenditure request for this project.</p> <p>Therefore, CVAG requests a 12-month time extension to allocate CON by June 30, 2020.</p>			

**Time Extension/Waiver – Project Allocation Deadline
 Active Transportation Program**

Project #	Applicant	Extension Amount (\$ in thousands)	Initial Request
	County	PA&ED (Project Approval & Environmental Document)	Extended Deadline
	PPNO	PS&E (Plans, Specifications & Estimate)	Department Recommendation
	Project Description	RW (Right of Way)	MPO/State/SU&R
	Reason for Project Delay	CON (Construction)	
		TOTAL	
9	Merced County	\$0	12 Months
	Merced County	\$0	06/30/2020
	PPNO: 10-3180	\$0	Support, 12 Months
	Lobo Avenue Complete Street Project	\$715	SU&R
		\$715	
<p>Merced County (County) requests a 12-month time extension to allocate funding for the CON phase of the Lobo Avenue Complete Street Project (Project). The County experienced unexpected delays during RW relocation.</p> <p>The County received their PS&E, and RW allocations in August 2017. As part of the Project, a utility relocation is required to complete all the proposed work. The County has initiated a Pacific Gas and Electric (PG&E) Rule 20A underground project. The PG&E undergrounding project will significantly enhance the Project by removing all conflicting utility poles, but it must be completed prior to starting Project construction. The PG&E utility undergrounding project is anticipated to begin in the Summer of 2019 with completion in December 2019. Once all undergrounding is complete, the County can then finalize design, receive the RW certification, and move towards requesting a CON allocation. The County anticipates requesting the CON allocation by June 30, 2020.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP
GUIDELINES
WAIVER 19-08**

ISSUE:

Should the California Transportation Commission (Commission) approve a time extension for the eight State Highway Operation and Protection Program (SHOPP) projects, for the period indicated, as described in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a time extension, for the period indicated, for the eight SHOPP projects described in the attachment.

BACKGROUND:

In August 2018, the Commission allocated \$501,372,000 for Construction Capital for eight SHOPP projects. In accordance with the Interim SHOPP Guidelines (Guidelines), the deadline to award contracts for projects allocated in August 2018 is February 28, 2019. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the time extension request.

Current Guidelines stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months.

Attachment

**2.8b.(1) Time Extension/Request For Contract Award
Waiver 19-08**

Reference No.: 2.8b.(1)

March 13-14, 2019

Attachment

Number	Dist-EA	PPNO	County-Route	Description	Fund Source	Allocated Amount (x\$1,000)	Allocation Date	Reason For Delay	Department's Request	
									Months	until end of (month-yr)
1	03-2F340	4781	PLA-49	In and near Auburn, from 0.1 mile south of Routes 49/80 Separation to 0.1 mile north of Dry Creek Road. Rehabilitate pavement.	SHOPP	\$ 43,522	Aug-2018	The Department received over 30 bid inquiries. Additional time is being requested to address potential bid protests and/or address funding shortfalls if bid results come in excessively high. This project bid opening was 01/30/19. The Department requests a four-month time extension for award. The Department is also requesting a concurrent four-month time for Phase 3 Construction Support.	4	Jun-2019
2	04-4G380	0817Q	SON-116	Near Sebastopol, at the intersection of Route 116 and Llano Road. Construct left-turn and merge lanes.	SHOPP	\$ 11,266	Aug-2018	Additional time is needed to address eight bid inquiries which require revision to several plan sheets and any potential bid protest. If the Department re-advertises, the award could be delayed six months. This project was advertised on 01/31/19. The revised target date to award is 08/01/19. Therefore, the Department requests a six-month time extension for award. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Aug-2019
3	04-4G820	0350H	MRN-101	In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge.	SHOPP	\$ 15,875	Aug-2018	The project was initially advertised 10/15/18. The bid opening was delayed to get community feedback on pile driving (night versus weekend) and make changes (via addendum) to contract plans prior to bid opening. [This project was originally planned with 42 nights of pile driving from June to October 2019 with offramp closures at night, and traffic diverted to city streets. However, after advertisement, concern was raised about noise impact on the community due to pile driving, and the Project Development Team (PDT) was asked to evaluate other alternatives. The PDT needed community feedback prior to award. With the help of the City of San Rafael, a survey was conducted on three alternatives to solicit community input. The community chose three weekend closures (11PM Friday to 5AM Monday) with pile driving occurring around the clock. An addendum was issued to change the project staging accordingly.] If this project has multiple bid protests, it might be necessary to re-advertise, and the award could be delayed by 6 months. The bid opening was 01/29/19 and the revised target date to award is 08/16/19. Therefore, the Department requests a six-month time extension to award. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Aug-2019
4	06-0U020	6750	VAR-41	In various counties, on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander.	SHOPP	\$ 2,025	Aug-2018	The project was advertised in November 2018. Only one bid was received. The project will be re-packaged and re-advised to encourage more contractors to bid. Therefore, the Department requests a six-month time extension to award. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Aug-2019
5	08-0F030	0033E	SBD-60	In Chino, at Pipeline Avenue Overcrossing (OC) No. 54-0744, Monte Vista Avenue OC No. 54-0746, and Benson Avenue OC No. 54-0748. Replace bridges.	SHOPP	\$ 31,736	Aug-2018	Project was advertised on 11/5/19. However, the Department received extensive inquiries on the project. As a result, addendums have been issued, which has delayed the bid opening. The bid opening was 2/14/19. Therefore, the Department requests a three-month time extension to award. The Department is also requesting a concurrent three-month time for Phase 3 Construction Support.	3	May-2019

**2.8b.(1) Time Extension/Request For Contract Award
Waiver 19-08**

Reference No.: 2.8b.(1)
March 13-14, 2019
Attachment

Number	Dist-EA	PPNO	County-Route	Description	Fund Source	Allocated Amount (x\$1,000)	Allocation Date	Reason For Delay	Department's Request	
									Months	until end of (month-yr)
6	08-0Q75U	0224N	SBD-60	In the cities of Riverside and Jurupa Valley, from the Route 91/215 separation to the San Bernardino County Line; also in San Bernardino County, in Ontario, from the Riverside County Line to Euclid Avenue. Replacement of two outside lanes and random concrete slabs.	SHOPP	\$ 164,946	Aug-2018	Project was advertised on 11/5/18. However, three addendums have been issued which postponed the bid opening. There are numerous pending bid inquiries (39 so far) with the potential to require additional addendums. Bid opening was 2/15/19. Due to the size of this project and numerous bid inquiries, the Department requests a four-month time extension to award. The Department is also requesting a concurrent four-month time for Phase 3 Construction Support.	4	Jun-2019
7	08-1C38U	3008U	RIV-10	In Beaumont and Banning from Jct 10/60 Separation to 10/111 Separation. Pavement replacement lanes 3 & 4 & outside shoulders with JPCP, overlay inside shoulder, concrete slab replacement lane 1 & 2 & upgrade curb ramps	SHOPP	\$ 228,814	Aug-2018	This project is being combined from two separately voted SHOPP projects in the same location and was advertised on 10/29/18. The combined advertised project resulted in at least 77 bid inquiries. The project plans are being re-worked to address all bid inquiries and the contract will also be updated to the 2018 standards. An addendum was issued on 01/25/19 to cancel the advertisement of the project. The new advertise date is 04/15/19. Due to the size of this project, numerous bid inquiries, and uncertainty of the bid opening date, the Department requests a 10-month time extension to award. The Department is also requesting a concurrent 10-month time for Phase 3 Construction Support.	10	Dec-2019
8	08-1F770	3006K	SBD-247	In and near Barstow, from 0.1 mile north of Boone Road to 0.7 mile south of Rimrock Road. Construct ground-in shoulder and centerline rumble strips.	SHOPP	\$ 3,188	Sep-2018	It took longer than expected to RTL this project. As such, the Department just missed the cutoff date to advertise the project with the old standards and the package had to be updated to the 2018 standards. The project was advertised 1/28/19 and target award is 04/15/19. The Department requests a two-month time extension. The Department is also requesting a concurrent two-month time for Phase 3 Construction Support	2	May-2019
				Total for 9 projects		\$ 501,372				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE
TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES
WAIVER 19-09**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated \$1,159,000 for the construction of two ATP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Madera Madera County PPNO: 06-6840 Fresno River Trail Safe Routes Project	\$379,000	10/18/2018 FATP-1819-02 8 Months 12/31/2019 Support
<p>The City of Madera (City) requests an eight-month time extension to the period of contract award for the construction (CON) phase of the Fresno River Trail Safe Routes Project. The City experienced an unexpected delay in awarding the project due to a Federal Transportation Improvement Program (FTIP) programming issue.</p> <p>The City received their CON allocation in October 2018 and proceeded with readying the project for advertisement. However, after submitting the Request for Authorization (E-76) to proceed, the City was notified that the federal ATP funds were not included in the 2019 Madera County Transportation Commission (MCTC) FTIP that was approved by FHWA on December 17, 2018. Approval by FHWA is pending and is anticipated to take an additional 3 months. The City is ready to re-submit the E-76 and advertise project but cannot start advertisement until FHWA approves the FTIP Amendment. The City anticipates approval in time to award the project no later than December 31, 2019.</p> <p>Therefore, the City requests an eight-month time extension to award CON by December 31, 2019.</p>			
2	City of Pasadena Los Angeles County PPNO: 07-5446 Pasadena Unified School District Safe Routes to School Education and Encouragement Program	\$780,000	08/16/2018 FATP-1819-01 3 Months 05/31/2019 Support
<p>The City of Pasadena (City) requests a three-month time extension to the period of contract award for the construction (CON) phase of the Pasadena Unified School District Safe Routes to School Education and Encouragement Program. The City experienced an unexpected delay in awarding the project.</p> <p>The City received their CON allocation in August 2018 and proceeded with preparing the project for advertisement. The City anticipated awarding the project well before the deadline of February 28, 2019, however, coordination efforts within the City resulted in a slight delay. The City has advertised and held bid opening and anticipates preliminarily awarding the project by the end of February. Since the contract award requires approval by the City Council, final approval may be delayed into March. The City, given the current bidding environment, is requesting an additional two months to allow for any unforeseen circumstances that may arise.</p> <p>Therefore, the City requests a three-month extension to award CON by May 31, 2019.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8b.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A LOCALLY-ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER 19-10**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the MacArthur Drive Widening and Reconstruction project (PPNO 6629), totaling \$3,194,000, in San Joaquin County, programmed in the State Transportation Improvements Program (STIP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the MacArthur Drive Widening and Reconstruction Project (PPNO 6629), totaling \$3,194,000, in San Joaquin County, programmed in the STIP.

BACKGROUND:

The Commission allocated \$3,194,000 for the construction of one locally administered STIP project identified on the attachment. The responsible agency has been unable to award the contract within six months of allocation due to relocation requirements by the local utility company. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension, and the planning agency concurs.

Current STIP Guidelines stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Tracy San Joaquin County PPNO: 10 6629 MacArthur Drive Widening and Reconstruction Project	\$3,194,000	08/16/2018 FP-18-05 3 Months 05/31/2019 Support
<p>The City of Tracy (City) is requesting a three-month time extension to the period of contract award for the construction (CON) phase of the MacArthur Drive Widening and Reconstruction Project. The City experienced an unexpected delay in awarding the contract.</p> <p>The City received their CON allocation in August 2018 with the anticipation of awarding by the original deadline of February 28, 2019. However, Pacific Gas & Electric (PG&E) is requiring the relocation of a transmission line on the west side of MacArthur Road; which is within the project limits. The City has been coordinating with PG&E on the relocation efforts, however, the relocation schedule has been delayed due to a RW acquisition required for the proposed widening. PG&E has given the City a commitment to complete work by February 2019. The City was delayed in proceeding with advertising and awarding the project due to these circumstances. The City now anticipates advertising and awarding the project by May 31, 2019.</p> <p>Therefore, the City requests a three-month time extension to award the CON phase to May 31, 2019.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8b.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECTS, PER LPP GUIDELINES
WAIVER 19-11**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for two projects listed on the attached document, for the time period shown, in the Senate Bill 1 (SB1) Local Partnership Program (LPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for two projects listed on the attached document, for the time period shown, in the LPP.

BACKGROUND:

The Commission allocated \$8,782,000, for the construction of two SB1 LPP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request an extension, and the planning agency concurs.

Current 2018 LPP Guidelines, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the LPP. The Commission may approve a waiver to this “timely use of funds” deadline, one-time only, for up to 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	Yolo County City of Woodland PPNO: 03-1926 W. Main Street Bicycle/Pedestrian Mobility and Safety Project	\$2,000,000	8/15/2018 LPP-A-1819-02 2 Months 4/30/2019 Support
<p>The City of Woodland (City) requests a two-month time extension to the period of contract award for the construction (CON) phase of the W. Main Street Bicycle/Pedestrian Mobility and Safety project. The City experienced an unexpected delay in advertising the project.</p> <p>The City received the CON allocation in October 2018 and proceeded with readying the package for advertisement. As part of their final preparation, the agency held a final constructability review of the plans and specification. The review and subsequent revisions were completed in early January 2019. The City advertised the project on January 10, 2019, and anticipates awarding the contract on March 8, 2019, one week past the deadline. The City is requesting a two-month extension to account for any additional issues that might arise and, possible delays during bid opening.</p> <p>Therefore, the City requests a two-month extension to award the CON phase by April 30, 2019.</p>			
2	County of San Francisco San Francisco Public Works PPNO: 04-9098M Jefferson Street Improvements, Phase II Project	\$6,782,000	10/18/2018 LPP-A-1819-06 6 Months 10/31/2019 Support
<p>The County of San Francisco (County) requests a six-month time extension to the period of contract award for the construction (CON) phase of the Jefferson Street Improvements, Phase II project. The County experienced an unexpected delay in awarding the project.</p> <p>The County received the CON allocation in October 2018 and anticipated awarding the contract by the current deadline. The County Board of Supervisors adopted Ordinance No.51-16, Mandatory Disability Access Improvements Technical Specifications Guidelines in March 2016. Although the project's design began prior to this ordinance, the County's legal and regulatory counsel's position on building-code amendments required the design to be revisited. The new ordinance established new accessibility requirements for paths of travel into buildings with a place of public accommodation; Accessible Building Entry (ABE). The County is currently reviewing the design to determine if any revisions are required to comply with the ABE. Additional information is necessary to develop and design sidewalk grading plans for level paths of travel at every building entrance within the project limits. The County anticipates completing the revisions and awarding the project within 12 months of the current deadline.</p> <p>Therefore, the County requests a six-month extension to award the CON phase by October 31, 2019.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8c.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED ATP PROJECTS, PER ATP GUIDELINES WAIVER 19-12**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the Gilroy Moves program (PPNO 2150C), in Santa Clara County, for the time period shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for the Gilroy Moves program (PPNO 2150C) in Santa Clara County, listed on the attached document, for the time period shown, in the ATP.

BACKGROUND:

The Commission allocated \$1,876,000 for the construction of the Gilroy Moves program. The responsible agency will be unable to complete the project as programmed. The attachment describes the details of the project and the explanation for the delays. The respective agency requests an extension in accordance with program guidelines.

Current ATP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline, one time only, for up to 12 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Award Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Santa Clara County Santa Clara County PPNO: 04-2150C Gilroy Moves program	\$1,876,000	04/11/2016 FATP-1516-07 12 Months 04/30/2020 Support
<p>The County of Santa Clara (County) requests a 12-month time extension to complete construction (CON) of the Gilroy Moves (program). The County has experienced some unexpected challenges working with the Gilroy communities.</p> <p>The County awarded the program in April 2016 and proceeded with implementing the program. The County anticipated completing the program within the allotted 36-month period, however, is experiencing delays in training new community partners, California Highway Patrol, City of Gilroy Police Department and Fire Department, due to the partners inability to fund overtime for staff to attend training. These agencies have recently lost grant funding that funded the overtime. Thus, training efforts for the ATP project has been delayed. In addition, the County is currently incorporating bicycle and pedestrian safety education with the YMCA and Power School programs, and several other trainings planned for the summer months. The County anticipates completing the rollout of the program by April 2020.</p> <p>Therefore, the County is requesting a 12-month completion time extension to April 30, 2020.</p>			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8c.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR STATE
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP
GUIDELINES
WAIVER 19-14**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the State-Administered Construct Truck Climbing Lanes and Shoulders Stage 3 project (PPNO 5067) on Interstate 80 (I-80) in Placer County, on the State Highway System, programmed in the State Highway Operation and Protection Program (SHOPP) by six months, to August 31, 2019?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for the State-Administered Construct Truck Climbing lane and Shoulders Stage 3 project (PPNO 5067) on I-80 in Placer County, on the State Highway System, programmed in the SHOPP by six months, to August 31, 2019.

The Commission allocated \$42,362,000 for Construction Capital for the State-Administered SHOPP project at the August 2015 Commission meeting. The project was awarded in March 2016.

Originally, construction of Stage 2 and Stage 3 were to be completed within the same construction season. However, due to the unseasonably wet winter of 2016-2017, Stage 2 construction of the project was delayed from early April 2016 to May 2016 which further delayed the completion of Stage 2 and Stage 3 as originally planned. The contract plans and special provisions, do not allow Stage 3 construction to occur between October 15 and May 1. This delay caused a winter suspension of the project and delayed the start of Stage 3 construction to May 2018.

Now, due to current weather delays, an additional construction season will now be required to complete construction. Stage 2 is completed but Stage 3 cannot begin until temperatures are warmer to complete the paving. The project is now expected to be completed by August 2019.

BACKGROUND:

On March 25, 2016, the construction contract was awarded for this SHOPP project. In accordance with the Interim SHOPP Guidelines, the deadline to complete construction for this project awarded in March 2016 is March 31, 2019. The Department will not be able to meet the deadline for this project and is requesting a time extension for the period of contract completion.

The Department is also requesting a 6-month concurrent time extension for Phase 3 Construction Support.

Current Interim SHOPP guidelines stipulate that the Department has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.8d.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES
FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES
WAIVER 19-13**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for two projects, totaling \$4,038,000, programmed in the Active Transportation Program (ATP), for the time periods identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of project development expenditure for two projects, totaling \$4,038,000, programmed in the ATP, for the time periods identified in the attachment.

BACKGROUND:

The Commission allocated \$4,038,000 for two ATP projects as identified on the attachment. The responsible agencies have been unable to complete the phases within the expenditure periods. The attachment describes the details of the projects and the explanation for delays. The agencies requested extensions, and the planning agencies concur.

Current ATP Guidelines, adopted by the Commission, stipulate that funds programmed for all components of local grant projects are available for expenditure only until the end of the second fiscal year following the year of allocation. The Commission may approve a waiver to the “timely use of funds” deadline, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Development Expenditure Deadline
 Active Transportation Program**

Project #	Applicant County PPNO Project Description Reason for Project Delay	Phase Allocation Amount Balance Remaining	Allocation Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of San Jose Santa Clara County PPNO: 04-2150D Coyote Creek Trail – Mabury to Empire project	Plans, Specifications and Estimates Allocated: \$1,210,000 Balance: \$1,191,000	03/16/2017 FATP-1617-10 12 Months 06/30/2020 Support
<p>The City of San Jose (City) is requesting a 12-month time extension to the project development expenditure period of the Plans, Specifications and Estimates (PS&E) phase for the Coyote Creek Trail – Mabury to Empire project. The City experienced unforeseen delays during the design work of the project.</p> <p>The City received their PS&E allocation in March 2017 and proceeded with a Request for Qualifications (RFQ) to hire a consultant for the project's engineering design work. The RFQ process resulted in two bids. However, during the consultant agreement execution process, the Department notified the City regarding non-compliant issues with the consultant selection process, specifically with regards to local business preference under Section of 23 CFR Part 172. The City, in July 2017, issued a rejection of all Statement of Qualifications to avoid the loss of grant funding. The City then initiated a new consultant procurement process which resulted in only a single bid from CH2M Hill. Because of the single bid received, the City sought guidance from the Department and subsequently provided detailed background on the proposal's competitive process to be able to move forward with awarding the contract. During this time, Jacobs (formerly CH2M Hill) conducted a system migration, due to change of ownership, which further delayed the project's schedule. At this time, the City and consultant have since begun PS&E work and are requesting an extension to complete design and move ahead with project delivery. The City has a concurrent CON allocation extension request for this same project.</p> <p>Therefore, the City is requesting a 12-month expenditure extension for PS&E from June 30, 2019, to June 30, 2020.</p>			
2	Coachella Valley Association of Governments Riverside County PPNO: 08-1019 Coachella Valley (CV) link project	Right of Way Allocated: \$2,828,000 Balance: \$2,617,000	06/29/2017 FATP-1617-20 12 Months 06/30/2020 Support
<p>The Coachella Valley Association of Governments (CVAG) is requesting a 12-month time extension to the project development expenditure period of the Right of Way (RW) phase for the CV link project. CVAG experienced unforeseen delays in completing RW.</p> <p>CVAG received their RW allocation in June 2017. The project requires parcel acquisition from the Riverside County Flood Control & Water Conservation District, the Coachella Valley Water District, and Tribal land. The Tribal land is held by individual owners and requires lengthy negotiations involving the Tribe and Bureau of Indian Affairs. The project limits extend over 43-miles and RW certification is required prior to construction. CVAG anticipates completing RW for one of the segments by June 30, 2020. CVAG also has a concurrent CON allocation time extension request for this same project.</p> <p>Therefore, CVAG is requesting a 12-month expenditure extension from June 30, 2019, to June 30, 2020.</p>			