

Third Report to the California Legislature Pursuant to Section 820.1 of the California Streets and Highways Code, January 1, 2011

Executive Summary

This report is the third required by California State Legislature related to the California Department of Transportation's (Caltrans) assumption of the role of federal lead agency under the National Environmental Policy Act (NEPA). As required by Assembly Bill (AB) 2650, the purpose of this report is to assess whether the length of time that is required for review and approval of federal environmental documents has been reduced over the past three years since Caltrans took over the responsibility for NEPA approvals from the Federal Highway Administration (FHWA). AB 2650 also requires an evaluation to determine whether Caltrans' projects are now being delivered more quickly since Caltrans has become NEPA lead agency.

Caltrans has assumed FHWA's NEPA responsibilities pursuant to a federal law signed in 2005 called the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under SAFETEA-LU Section 6005, California is participating in the Surface Transportation Project Delivery Pilot Program (Pilot Program), also known as NEPA Delegation. SAFETEA-LU enabled five states to apply for assumption of FHWA's NEPA responsibilities under the Pilot Program. The Pilot Program is intended to simplify and speed up the federal environmental review and approval process for transportation projects without reducing environmental protection. California is the only state that is participating in the Pilot Program.

The analyses conducted for this report indicate that NEPA environmental approvals under the Pilot Program have taken substantially less time than before the Pilot Program. These time savings have been achieved by eliminating one layer of government review formerly conducted by FHWA and consolidating NEPA reviews with Caltrans. The analysis also shows that the time that it takes to deliver Caltrans' projects has also been substantially shortened. This time savings is likely attributable to both Caltrans' new role as NEPA lead agency, as well as Caltrans' recent strong emphasis on rapid project delivery. This report concludes that the program's streamlining objectives have been met during the Pilot Program's first three years. Since the Program's objectives are being successfully met and the time for NEPA approvals has substantially decreased, Caltrans is seeking an extension of the program through Congress.

Report Purpose and Organization

This report is being submitted to the California State Legislature regarding Caltrans' assumption of FHWA's responsibilities under NEPA and other federal environmental laws. This report is required under AB 2650 (Carter, Chapter 248, Statutes of 2008).

With Caltrans' assumption of FHWA responsibilities, Caltrans has taken over FHWA's responsibilities under NEPA and other federal environmental laws¹. In doing so, Caltrans has become the lead for federal environmental approvals, accepting sole legal responsibility and liability under federal law for its decisions on transportation projects. This report discusses whether Caltrans' assumption of these responsibilities has shortened the length of the time that is required for environmental review and approval of NEPA documents for Caltrans' projects. The report also evaluates whether the length of time required for the delivery of Caltrans' projects to construction has shortened. The following sections are contained in this report², as required by AB 2650; the full requirements under AB 2650 are presented in Appendix A.

- Background on AB 2650, Caltrans' environmental review and approval process for NEPA documents, and Caltrans' process for delivering projects to construction.
- A comparative analysis of the time required for the environmental review and approval process and overall project delivery process before and after Caltrans assumed FHWA's NEPA responsibilities.
- State and federal agencies that reviewed the environmental documents.
- Points in environmental review and approval process when delays occurred and the nature of delays.
- Caltrans' financial costs related to the Pilot Program.
- Litigation initiated against Caltrans under the Pilot Program.
- Comparison of costs and benefits under the Pilot Program.
- Pilot Program progress and conclusions.

Background

Pursuant to a federal law signed in 2005 called SAFETEA-LU, Caltrans has assumed FHWA's NEPA responsibilities. Under Section 6004 of SAFETEA-LU, Caltrans determines if a transportation project qualifies for a Categorical Exclusion, a type of NEPA action that does not involve significant impacts. Under Section 6005 of SAFETEA-LU, California is participating in a pilot program. The Pilot Program is a national experiment that enabled five states to apply for assumption of FHWA's NEPA approval authorities that are not covered by Section 6004. The Section 6004 assignment program and the Pilot Program are intended to simplify and speed up the federal environmental review and approval process for transportation projects without

¹ Caltrans has taken over most, but not all of FHWA's environmental approval responsibilities. By federal law, FHWA has retained responsibility for certain approvals under other federal environmental laws.

² A glossary of terms and list of acronyms used in this report follow the report sections.

reducing environmental protection. California is one of three states that is participating in the Section 6004 assignment program and the only state that is participating in the Pilot Program.

In passing SAFETEA-LU, the Section 6004 assignment and Pilot Programs were expected to streamline the environmental review and approval process by eliminating FHWA's role in reviewing and approving environmental documents and in consulting with federal resource agencies.³ Rather than *both* Caltrans and FHWA sequentially reviewing and approving NEPA documents and being involved with federal resource agencies to comply with federal environmental regulations, Caltrans is now solely approving NEPA documents and consulting with federal resource agencies, thereby decreasing the number of steps in the environmental review process.

To assume FHWA's responsibilities under Sections 6004 and 6005, the State of California was required to waive its 11th Amendment right to sovereign immunity against actions brought by citizens in federal court. These waiver provisions were originally authorized by AB 1039 (Nunez, Chapter 31, Statutes of 2006). This bill was enacted on May 19, 2006, and approved by California voters on November 7, 2006. This original waiver was to remain in effect until January 1, 2009. AB 2650, enacted on August 1, 2008, extended the waiver until January 1, 2012. It extended Caltrans' participation in the Pilot Program until August 10, 2011 (when the Pilot Program currently ends) and in the Section 6004 assignment program until January 1, 2012. With these waivers, California has assumed sole legal responsibility and liability under federal law for its actions and decisions made under Sections 6004 and 6005 of SAFETEA-LU.

To determine whether the environmental review and approval process for NEPA documents was completed more quickly under the Pilot Program, AB 1039 required Caltrans to compare and analyze a set of environmental review and approval timeframes. To respond to this requirement, Caltrans compared projects reviewed and approved by FHWA before AB 1039 (pre-Pilot Program projects) to a set of projects approved by Caltrans following AB 1039 (Pilot Program projects). Caltrans submitted a report on its findings to the Legislature on January 1, 2008.

AB 2650 required Caltrans to submit two additional reports to the Legislature that evaluate project delivery timeframes, in addition to environmental review and approval timeframes, to determine if time is also being saved in the overall project delivery process. In addition to the environmental review and approval steps, the project delivery process includes the time that is required to approve the project, approve the final design, acquire right-of-way, and undertake the steps needed to advertise the contract for project construction. Caltrans submitted a second report on its findings related to the environmental review and approval and project delivery timeframes to the Legislature on January 1, 2009. This report is the third report to the Legislature.

³ Under SAFETEA-LU, FHWA retains its approval authority over a relatively small number of projects within specified categories of projects or that were specifically identified in the Pilot Program MOU as being excluded from NEPA Delegation.

Comparative Analysis

This section summarizes the comparative analysis of timeframes for the environmental review and approval and project delivery processes for pre-Pilot Program (FHWA involvement) and Pilot Program projects (no FHWA involvement). It describes the timeframes analyzed, methods used for the analysis, average and median timeframes calculated, and the time savings that have been achieved under the Pilot Program. See Appendix B for a detailed discussion of methods and results.

Environmental Review and Approval Timeframes Analyzed

This comparative analysis distinguishes the environmental review and approval timeframes for the following Caltrans projects:

- **State highway projects** refer to projects within Caltrans' right-of-way, and
- **Local Assistance projects** refer to federally-funded local roadway projects off the State highway system.

A distinction is made in this analysis between State highway and Local Assistance projects since consultants hired by local agencies prepare the NEPA documents for all Local Assistance projects whereas Caltrans staff prepare the NEPA documents for most State highway projects. (The NEPA documents for some State highway projects are also prepared by consultants.) Review and approval of NEPA documents prepared by local agency consultants require an additional review step and therefore, additional time, since Caltrans is not preparing, but rather reviewing the NEPA document.

For State highway and Local Assistance projects combined, as well as for State highway projects only, the comparative analysis evaluates both types of documents that can be prepared under NEPA: environmental assessments (EA) and environmental impact statements (EIS). Caltrans prepares EAs or EISs to comply with NEPA depending on the environmental impacts that are expected to occur with project construction. Each document type is defined below:

- **EAs** are a type of NEPA document that are prepared for projects that cannot be approved with a Categorical Exclusion but will not cause significant adverse impacts on the environment. A draft and final report are required.
- **EISs** are a type of NEPA document that are prepared for projects that will cause a significant adverse impact on the environment. A draft and final EIS are required.

The following review and approval milestones for EAs and EISs are evaluated in this report:

- **Draft EA approval** refers to the timeframe from the date when environmental studies began to the date that the draft EA is approved.
- **Final EA approval** refers to the timeframe from the date when environmental studies began to the date that the final EA is approved.

- **Draft EIS approval** refers to the timeframe from the date that a Notice of Intent⁴ is published in the Federal Register to the date that the draft EIS is approved.
- **Final EIS approval** refers to the timeframe from the date that a Notice of Intent is published in the Federal Register to the date that the final EIS is approved.
- **Project approval** refers to the timeframe from the date when environmental studies began (for EAs) or the date of the Notice of Intent (for EISs) to the date that the project is approved. This timeframe includes the time that was required for approval of NEPA and the project (i.e., the preliminary design of the project) and is marked by completing the Project Report.

The analysis distinguishes between EAs and EISs. EISs take longer to approve since their required noticing and public review periods are longer. EIS projects are also more complex than EA projects.

Table 1 presents the number of environmental documents included in the comparative analysis. The pre-Pilot Program projects include the last 39 projects with EAs or EISs that were approved by FHWA immediately before AB 1039 was enacted and the Pilot Program began. The Pilot Program projects include projects with EAs or EISs approved by Caltrans during the first three years of the Pilot Program. Table 1 shows that the sample size for EAs is much greater than for EISs. The small sample size for EISs limits the inferences that can be made from the EIS analysis.

Table 1. Number of Environmental Documents for Pre-Pilot and Pilot Program Projects

Type of Project	Type of NEPA Document			
	Draft EA	Final EA	Draft EIS	Final EIS
Pre-Pilot Program				
State Highway System	24	24	7	5
Local Assistance	7	7	1	1
Total	31	31	8	6
Pilot Program				
State Highway System	75	54	2	1
Local Assistance	8	5	2	0
Total	83	59	4	1

A list of the pre-Pilot and Pilot Program projects is contained in Table B-1 in Appendix B. Table B-1 also identifies the dates for each project milestone that is evaluated in this report.

⁴ A Notice of Intent makes the public aware that an EIS is to be prepared.

Other Environmental Approval Timeframes Evaluated

This comparative analysis also examines approvals under the federal Endangered Species Act (ESA) because ESA approvals are required before NEPA approval can be achieved. The process for completing these ESA approvals can affect the time needed for NEPA approval. ESA approvals are granted by U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) when these agencies determine that a “No-Jeopardy Biological Opinion” (Biological Opinion) can be issued for a project that is likely to adversely affect” listed endangered or threatened species or their habitat. The Biological Opinion specifies the mitigation measures that must be implemented as part of the project so that project does not jeopardize the continued existence of the species or result in the destruction or adverse modification of their habitat.

The following ESA approval milestone was evaluated:

- **ESA approvals from USFWS and NMFS** refers to the time from Caltrans’ submittal of the biological assessment (a document required under the ESA for projects that may affect listed species or their habitat) to USFWS or NMFS to issuance of a Biological Opinion(s) by USFWS or NMFS.

Caltrans also examined federal environmental approvals under the National Historic Preservation Act Section 106 (protection of historic properties) and the U.S. Department of Transportation Act Section 4(f) approvals (protection of publicly-owned parks, recreation areas, and wildlife and waterfowl refuges and historic properties), but the sample sizes for approvals under these regulations were too limited to conduct a meaningful analysis.

Project Delivery Timeframes Evaluated

This report also compares four project delivery timeframes, as described below:

- **Final design approval** is defined as the timeframe between project approval and approval of final design plans for the project.
- **Right-of-way acquired** is defined as the timeframe between project approval and acquisition of right-of-way.
- **Ready to list** is defined as the timeframe between project approval and the date that full, complete and accurate plans, project specifications and cost estimates are completed and the district certifies that the requirements of this milestone have been met. In the figures and tables, this is referred to as “ready to advertise construction contract.”
- **Overall project delivery** is defined as the timeframe from the date when environmental studies began to the date that the project is ready to list.

These timeframes were evaluated, as required by AB 2650, to determine if the environmental approval time savings on Pilot Program projects was sustained through the remainder of the project delivery process.

The timeframes for final design approval, acquisition of right-of-way, and preparing projects for advertisement of their construction contracts are an approximation of the time that it takes to reach these milestones. Data was not available to measure when each of these timeframes began. Therefore, the project approval dates were used as an approximation of when these milestones began. The analyses of these timeframes for pre-Pilot Program and Pilot Program projects are intended to reflect relative differences in the duration of time before and since the Pilot Program began. The absolute duration of these timeframes that are presented in this report are at best an approximation.

Results of Comparative Analysis

The comparative analysis indicates that a substantial savings in environmental review and approval and project delivery timeframes have been achieved since the Pilot Program began. Figure 1 graphically shows the time savings as the differences in the median and average durations for EA approvals under the Pilot Program (no FHWA involvement) when compared against the median and average durations that were needed for these approvals before the Pilot Program began (FHWA involvement).⁵ Figure 2 shows the time savings for the project delivery milestones, including the overall project delivery time savings. Time savings in these project delivery phases is attributable at least in part to recent Caltrans' initiatives for rapid project delivery. Table 2 highlights those time savings that are statistically significant. Times savings were determined to be statistically significant if they reached a 5 percent significance level. (A 5 percent significance level indicates that there is a low likelihood, or a one in 20 chance, that the time savings would occur by chance. See Appendix B for further details on the statistical analyses conducted for the comparative evaluation.)

⁵ For simplicity, this report refers to differences between the median time frames or average timeframes before and since the Pilot Program began as the "median and average time savings."

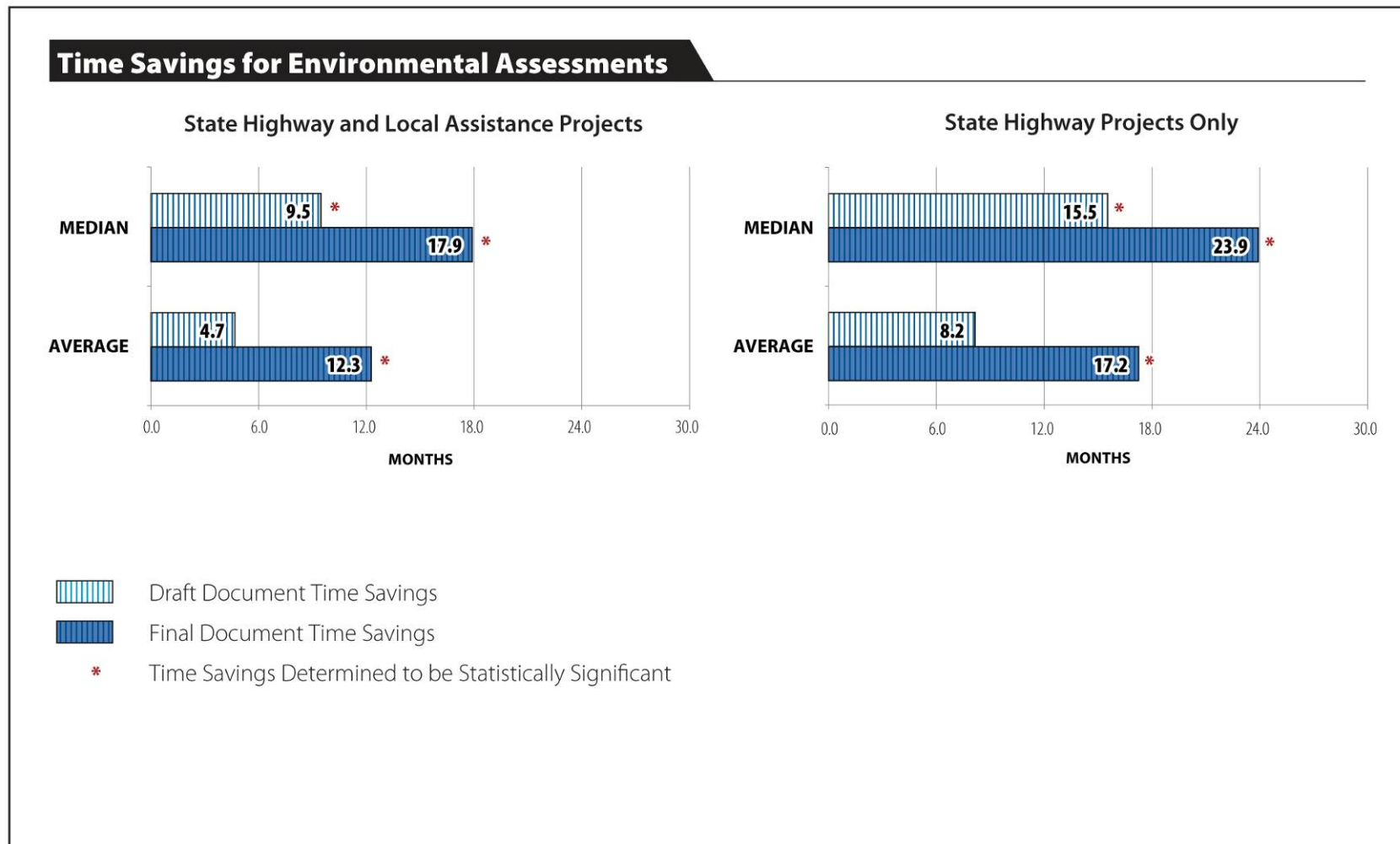
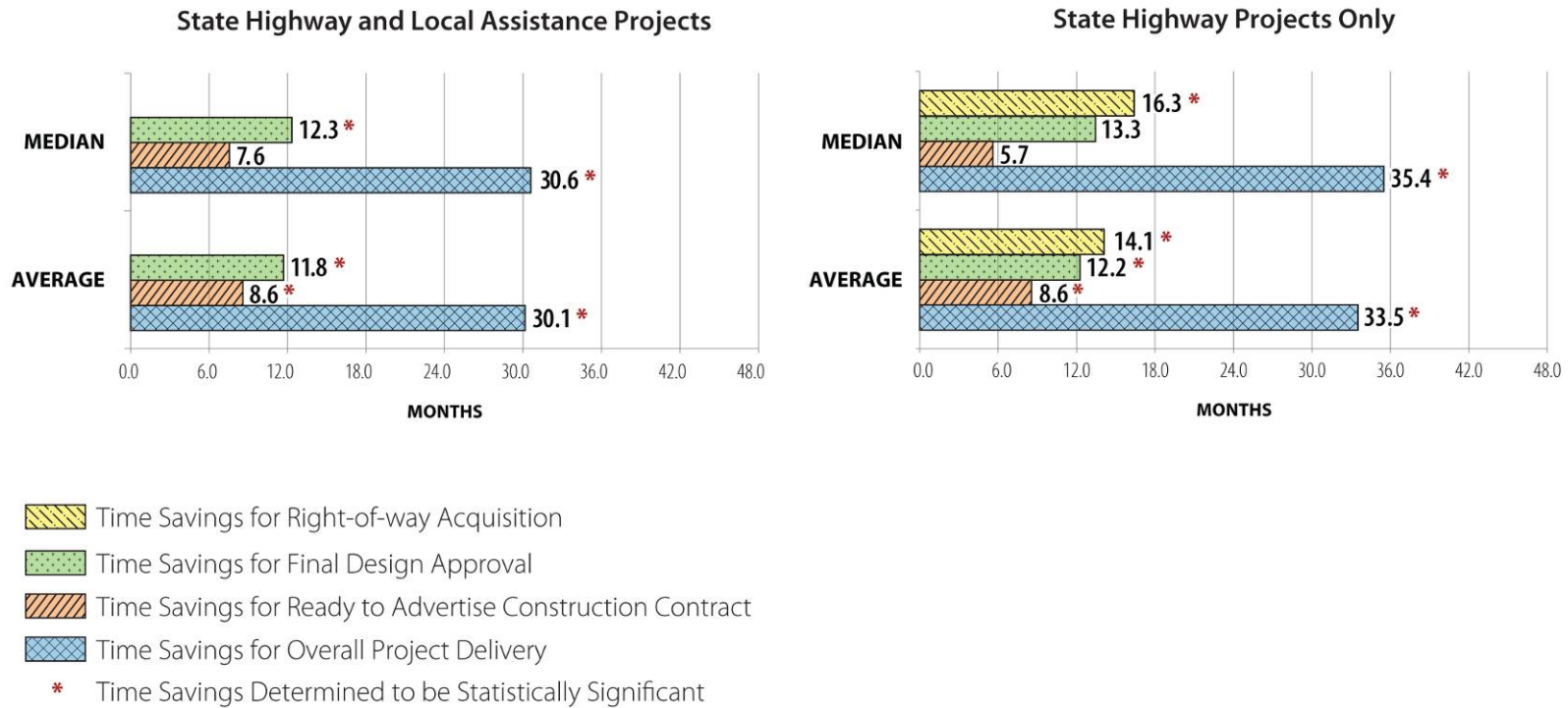


Figure 1
Time Savings for Environmental Document Approvals
under the Pilot Program

Time Savings for Environmental Assessments



Note: Data was not available for Local Assistance projects for the comparison of timeframes for the acquisition of right-of-way

Figure 2
Time Savings for Project Delivery Milestones
under the Pilot Program

Table 2. Median and Average Environmental Approval and Project Delivery Time Savings under the Pilot Program

Milestones by Type of Environmental DocumentType of Project	Time Savings Achieved During Pilot Program (months) ^a	
	Median	Average
Environmental AssessmentsState Highway and Local Assistance Projects		
Draft Environmental Document Approval	9.5	4.7
Final Environmental Document Approval	17.9	12.3
Right-of-Way Acquired ^b	–	–
Final Design Approval	12.3	11.8
Ready to List	7.6	8.6
Overall Project Delivery	30.6	30.1
Environmental AssessmentsState Highway Projects Only		
Draft Environmental Document Approval	15.5	8.2
Final Environmental Document Approval	23.9	17.2
Right-of-Way Acquired	16.3	14.1
Final Design Approval	13.3	12.2
Ready to List	5.7	8.6
Overall Project Delivery	35.4	33.5
Environmental Impact StatementsState Highway and Local Assistance Projects		
Draft Environmental Document Approval ^c	47.3	53.8
Final Environmental Document Approval ^d	97.9	94.3
Right-of-Way Acquired ^b	–	–
Final Design Approval	11.0	14.5
Ready to List	8.5	7.5
Overall Project Delivery	103.6	96.2
Environmental Impact StatementsState Highway Projects Only		
Draft Environmental Document Approval ^e	47.7	81.6
Final Environmental Document Approval ^f	157.0	114.5
Right-of-Way Acquired	13.3	16.8
Final Design Approval	9.1	15.1
Ready to List	6.4	6.5
Overall Project Delivery	170.1	126.1

Note: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

^a Time savings are based on comparison of pre-Pilot Program and Pilot Program projects. See Table B-1 for milestone dates for each pre-Pilot Program and Pilot Program project. See Table B-2 for number of projects and duration of elapsed time for each milestone. See Figures B-1 through B-8 for the distribution of environmental approval and project delivery timeframes for each NEPA document type.

^b Right-of-way data is not available for Local Assistance Pilot Program projects. Therefore, the amount of time required for right-of-way acquisition cannot be compared between pre-Pilot Program and Pilot Program projects.

^c Represents a sample size of eight pre-Pilot Program and four Pilot Program draft EISs

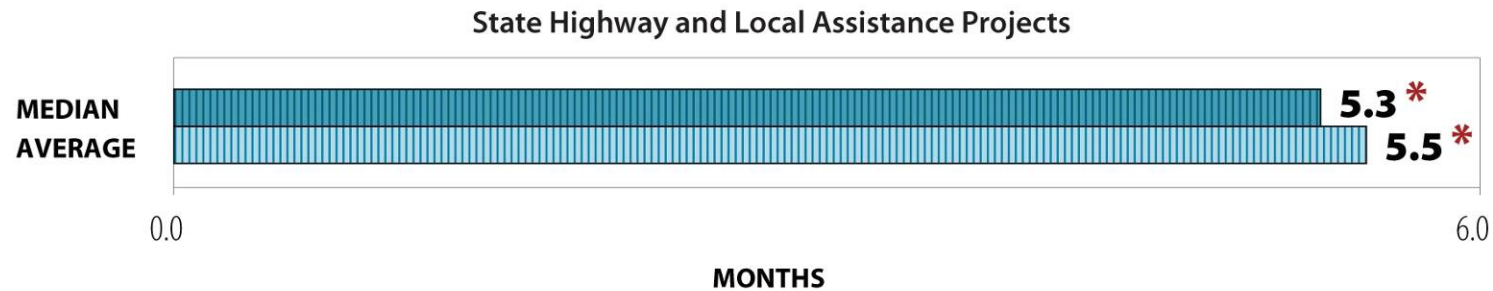
^d Represents a sample size of six pre-Pilot Program and one Pilot Program final EISs

^e Represents a sample size of seven pre-Pilot Program and two Pilot Program draft EISs

^f Represents a sample size of five pre-Pilot Program and one Pilot Program final EISs

Figure 3 and Table 3 show the time savings for ESA approvals under the Pilot Program.

Time Savings for Endangered Species Act Approvals



Median and average time savings are for both U.S. Fish and Wildlife Service and National Marine Fisheries Service approvals

* Time Savings Determined to be Statistically Significant

Figure 3
Time Savings for Endangered Species Act Approvals
under the Pilot Program

Table 3. Median and Average Endangered Species Act Approval Time Savings^a

Milestone by Resource Agency	Endangered Species Act Approval Timeframes and Time Savings (months)	
	Median	Average
U.S. Fish and Wildlife Service Approvals	3.2	5.7
National Marine Fisheries Service Approvals	5.2	4.6
Combined Agency Approvals	5.3	5.5

Note: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

^a Time savings are based on comparison of pre-Pilot Program and Pilot Program projects. See Table B-3 for milestone dates for each pre-Pilot Program and Pilot Program project with one or more Endangered Species Act approval and Table B-4 for number of projects and timeframes for each milestone.

These tables and figures indicate the following:

- **Environmental review and approval time savings under the Pilot Program:** The median time savings for approval of final EAs on all Caltrans' projects was 17.9 months (and an average of 12.3 fewer months) under the Pilot Program as compared to prior to the Pilot Program. Both median and average time savings are statistically significant.

The time savings were greater for State highway projects than for State highway and Local Assistance combined. This relationship is not surprising since as noted earlier, the NEPA documents for Local Assistance projects require an additional layer of review.

The median and average time savings are substantially greater for EISs than for EAs. However, due to the small sample size of EISs (six pre-Pilot Program and one Pilot Program final EISs), these savings are not statistically significant. It is also difficult to draw conclusions from this small sample size.
- **Project delivery time savings under the Pilot Program:** The time savings for each project delivery milestone show similar relationships to those identified for environmental review and approvals. Time savings for these project delivery milestones is likely related to recent Caltrans' initiatives emphasizing rapid project delivery. The median time savings for each of the following milestones for State highway and Local Assistance projects with approved EAs approval of final designs and preparing projects so that their construction contracts could be advertised⁶ ranged from 7.6 (prepare projects for advertisement) to 12.3 (final design approval) fewer months during the Pilot Program (average of 8.6 [prepare projects for advertisement] to 11.8 [final design approval] fewer months). With the exception of the 7.6 months savings in time, these time savings are statistically significant.
- **Overall project delivery time savings under the Pilot Program:** The delivery of Caltrans EA projects has taken a median of 30.6 fewer months under the Pilot Program (average of 30.1 fewer months).

⁶ Data for right-of-way acquisition time frames were not available for Local Assistance projects. This function is performed by and schedules controlled by the local agency.

Considering State highway EA projects only, the median time savings was 35.4 months. These time savings are statistically significant.

The time savings for delivering EIS projects are much greater than EAs, but these savings are not statistically significant and represent a smaller sample size.

While NEPA Delegation has played a significant role in overall project delivery time savings, it is impossible to isolate the effect that the Pilot Program has had on the delivery of projects. A number of non-quantifiable factors have an unknown effect on the time that it takes to deliver projects to construction.

In recent years, Caltrans has re-emphasized the need to accelerate delivery of its projects in all parts of the organization through a number of mechanisms including tracking and reporting commitments for completion of the project delivery process. This renewed focus on efficient project delivery and meeting project delivery commitments has likely played a major role in the time savings achieved during the overall project delivery process under the Pilot Program.

- **ESA approval time savings under the Pilot Program:** ESA approvals made by both USFWS and NMFS took a median of 5.3 fewer months (average of 5.5 fewer months) under the Pilot Program than they did prior to the Pilot Program. These median and average savings in time are statistically significant.

Additional Factors That May Affect Environmental Approval and Project Delivery Timeframes

Several analyses were also conducted to evaluate factors that have potential to affect timeframes under the Pilot Program. These analyses did not consider pre-Pilot Program projects.

- **Have timeframes improved over the course of the Pilot Program?** An analysis was conducted to determine whether time savings have improved since the Pilot Program began. (See Tables B-5 and B-6 for the approval dates and timeframes.) Specifically, the environmental document approval timeframes during the first 18 months of the Pilot Program (July 1, 2007 to December 31, 2008) were compared with those during the second 18 months of the program (January 1, 2009 to June 30, 2010).

As shown in Table B-6, the median time that it took for draft EA approvals decreased by 5.9 months (not statistically significant) during the second 18 months as compared to the first 18 months of the Pilot Program. (The average time was shortened by 9.5 months; this time savings was statistically significant.)

The median time savings for final EA approvals during the second 18 months of the program was 6.9 months (average savings was 1.6 months) as compared to the first 18 months. These time savings are not statistically significant. It is likely that this improvement is partly related to Caltrans staff's increased experience in implementing Pilot Program requirements, such as new environmental document review procedures.

- **Do ESA approvals affect timeframes?** An analysis was conducted to determine whether Pilot Program final EA and final EIS approval timeframes were affected by ESA approvals. The analysis indicates that projects with ESA approvals take a median of 3.5 months longer (and an average of 1.7 months longer) to complete NEPA approval than projects without ESA approvals. However, these differences were not statistically significant at the 5 percent level. This analysis indicates that although obtaining ESA approval can increase the time required to obtain NEPA approval, many other factors also affect final EA and final EIS approval timeframes. Data on projects with ESA approvals can be found in Tables B-1 and B-3.
- **Does project approval take longer for environmental documents managed by Caltrans versus local agencies?** This evaluation compared the time it took for project approvals (defined as the timeframe from the date when environmental studies began to the date that the project was approved including the time that was required for approval of NEPA and the preliminary project design) when Caltrans was directly responsible for preparation of the environmental document versus project approvals in which a local or regional agency was responsible for the environmental document. Projects for which Caltrans is directly responsible for preparation of the environmental documents are on the State highway system. Projects for which a local or regional agency is responsible for preparing the environmental document can either be on local roadways (i.e., Local Assistance projects) or on the State highway system. (In this case, the local agency is sponsoring a project on a State highway.)

For projects in which Caltrans was responsible, the environmental document would either have been prepared by Caltrans staff or a consultant under Caltrans' direction. For projects with local/regional agency sponsors (including Local Assistance projects), the environmental document would have been prepared by a consultant under the direction of the local agency.

Table B-8 indicates that EAs managed by Caltrans took a median of 8.3 fewer months (average of 8.5 fewer months) to approve than those managed by a local/regional agency (see also Table B-7 for dates and project approval timeframes for these environmental documents). These differences are statistically significant.

This finding likely stems from a number of factors:

- An additional layer of review and exchange of documents and comments are required for environmental documents prepared by a consultant working for a local/regional agency.
- Additional coordination is required for environmental documents Caltrans oversees versus those for which it is directly responsible.
- Extensive revisions are sometimes required for consultant-prepared environmental documents. Caltrans provides on-line guidance and annotated environmental document outlines for local agencies and their consultants to use in preparing NEPA documents. Many local agencies, while familiar with the California Environmental Quality Act (CEQA), have little or no experience with NEPA.
- Local Assistance projects rely on local matching funds that are often more volatile than state funding and can result in interruptions in the environmental approval process.

- **Does the magnitude of project capital costs affect project approval timeframes?** Caltrans evaluated the timeframe for project approval against project capital costs for Pilot Program projects that have reached this milestone. The statistical analysis indicated that capital costs have a negligible effect on the time it takes for project approval (i.e., projects with higher capital costs do not necessarily require more time for project approval). See Appendix B for details on the statistical analyses conducted.
- **Does the magnitude of costs to acquire right-of-way affect project approval timeframes?** Caltrans evaluated project approval timeframes against projected costs to acquire right-of-way for Pilot Program projects. This analysis indicated a marginally statistically significant relationship.

Figure B-9 illustrates the relationship between right-of-way costs and the time it takes for project approval. This figure shows that right-of-way costs are a predictor of project approval timeframes. Project approval time generally increases as right-of-way costs increase. (See also Table B-9 for project approval dates and timeframes for each project with estimated right-of-way acquisition costs).

Overall Conclusion

Time was saved during the environmental review and approval process for Pilot Program projects by eliminating one layer of government review, removing the exchange of documents and comments between Caltrans and FHWA, allowing direct consultations between Caltrans and federal regulatory agencies, and consolidating all NEPA reviews at Caltrans. Time was also saved in the overall project delivery process. Overall project delivery time savings are likely attributable to Caltrans' recent emphasis on rapid project delivery, in addition to the environmental approval time savings of the Pilot Program. It can be concluded that the time savings achieved during the environmental review process has had a beneficial effect on Caltrans' project delivery timeframes. The streamlining objectives of the Pilot Program have been met during the Pilot Program's first three years. Since the Program's objectives are being successfully met and provide streamlining benefits to the NEPA approval process, Caltrans is requesting an extension of the Pilot Program and of the waiver of its 11th Amendment right to sovereign immunity.

State and Federal Agencies that Reviewed Environmental Documents

Table B-10 provides a list of the State and federal agencies that commented on the 39 pre-Pilot Program and 86 Pilot Program project draft environmental documents. This list was generated based on the comment letters received on the draft environmental documents for these projects. Because State and federal agencies review the environmental document during the public review period, the time that each agency took to review each environmental document is unknown. However, their comment letters were received during the draft environmental document public review period of 3060 days.

Points in the Environmental Review Process when Project Delays Occurred and the Nature of Delays

Table B-11 presents a summary of the reasons that Pilot Program projects experienced project delays. Each project had a unique set of project factors that affected the time required to reach NEPA approval and to deliver the project. As shown in Table B-11, factors such as project funding that are unrelated to the NEPA review and approval process also affected environmental approval timeframes. The most common factors that affected the environmental review and approval process timeframes are listed below in descending order of frequency.

- Modifications to project design.
- Extensive revisions or coordination required on consultant-prepared environmental documents or technical studies.
- Lengthy ESA Section 7 consultation processes.
- Extensive agency or public comments on environmental document, resulting in lengthy revision and approval timeframes.
- Extensive coordination with various agencies with approval authority over the project regarding project design, required mitigation, or technical analyses.
- Funding issues.
- Delays related to air quality conformity analysis, including lengthy review, amendment needed to the regional transportation plan or transportation improvement program, and changing analysis requirements.
- Change in type of NEPA document to be prepared.
- Project scoping challenges.
- Lengthy Clean Water Act Section 404/NEPA integration processes.
- Lengthy Section 106 consultation processes.

Circumstances when FHWA Hindered and Facilitated Project Delivery

As reported in the last AB 2650 report, Caltrans staff for the pre-Pilot Program projects stated that FHWA attempted to work efficiently to facilitate the environmental review process, without hindering it, in conducting its required environmental and legal sufficiency reviews. Staff noted that FHWA was willing to expedite its reviews when needed by agreeing to meet in person or talk by telephone to discuss comments and approve document revisions; providing informal, interim reviews of revisions; providing email approval of editorial revisions; and completing formal reviews of documents quickly.

Prior to NEPA Delegation, FHWA and Caltrans jointly implemented measures to streamline the NEPA approval process including the following:

- FHWA administratively delegated the approval of selected Categorical Exclusions to Caltrans.
- FHWA allowed Caltrans to informally consult with the resource agencies.
- To streamline FHWA's review, Caltrans conducted quality control (QC) and legal reviews of its environmental documents before submittal to FHWA.
- Caltrans and FHWA internally reorganized their staffs to best manage the environmental workload and to clarify environmental review responsibilities.

These measures, jointly developed by Caltrans and FHWA, streamlined the NEPA approval process prior to NEPA Delegation.

Caltrans' Financial Costs Related to the Pilot Program

Table 4 presents personnel years (PYs) and expenditures over the first three years of the Pilot Program. Table 4 shows that fiscal year 2008/2009 had the highest expenditure of PYs, while fiscal year 2007/2008 had the highest monetary costs. The number of annual PYs averaged 12.8 over the three years, as compared to 16 to 20 annual PYs used by FHWA before the Pilot Program. Over the 3-year Pilot Program, PYs and annual costs have declined with the lowest expenditures occurring during fiscal year 2009/2010.

Table 4. Personnel Years and Monetary Expenditures During the First Three Years of the Pilot Program

	Personnel Years	Dollars (1,000,000s)
Fiscal Year 2007/2008		
State Highway projects	7.25	\$1.6 ^a
Local Assistance projects	5.7	
Consultant	— ^b	\$0.3
Total	13.0	\$1.9
Fiscal Year 2008/2009		
State Highway System	9.73	\$1.0
Local Assistance	4.4	\$0.5
Consultant	— ^b	\$0.3
Total	14.1	\$1.8
2009/2010		
State Highway System	7.2	\$0.8
Local Assistance	4.1	\$0.4
Consultant	— ^b	\$0.3
Total	11.3	\$1.5

^a Separate cost estimates for Local Assistance and State Highway projects are unavailable

^b Personnel Years not calculated for consultant costs

Caltrans' legal costs, under the Pilot Program, for the 2009/2010 fiscal year totaled approximately \$80,000 for 520 labor hours. These costs were from a lawsuit filed by the Natural Resources Defense Council and two citizen groups, as discussed in the following section.⁷ The federal case has not been resolved.

Litigation Initiated Against Caltrans under the Pilot Program

Two lawsuits have been initiated against Caltrans over the past three years under the Pilot Program. This rate of NEPA litigation is the same as FHWA experienced before the Pilot Program began (average of one lawsuit per year over the 10 year period prior to the Pilot Program).

In the first case, the Natural Resources Defense Council and two citizen groups (East Yard Communities for Environmental Justice and Coalition for a Safe Environment) sued Caltrans in federal court under NEPA challenging the approval of the final environmental document for the State Route 47 Alameda Corridor Truck Expressway Project within the Ports of Los Angeles and Long Beach. The U.S. Department of Transportation, FHWA, and Caltrans are the defendants in the NEPA case. The Alameda Corridor Transportation Authority is the real party of interest. The lawsuit challenges the air quality conformity determination, climate change analysis, adequacy of the EIS, and range of alternatives evaluated. As of the date of writing this report, a ruling has not been issued; the parties are still preparing their written statements.

In the second case, residents in a neighborhood adjacent to a proposed bike path from Culver City to western Santa Monica sued Caltrans for issuing a NEPA Categorical Exclusion for the project. Caltrans, FHWA, the Los Angeles Metropolitan Transportation Authority, and the City of Los Angeles were named as defendants. The residents argued that construction of the bike path behind their homes would result in significant environmental impacts. Because a Categorical Exclusion can only be issued if no significant impact would occur, the residents argued that Caltrans' determination was inadequate. Following extensive review, Caltrans withdrew the Categorical Exclusion. The residents agreed to dismiss the case, under the condition that Caltrans inform them of any future Categorical Exclusion determinations contemplated for the project.

Comparison of Costs and Benefits under the Pilot Program

Table 4 presents the costs associated with the Pilot Program. This table indicates that annualized costs under the Pilot Program have decreased from \$1.9 million in fiscal year 2007/2008 to \$1.8 million and \$1.5 million in 2008/2009 and 2009/2010, respectively.

As discussed above, time savings have been achieved for *all* evaluated timeframes under the Pilot Program. Based on Table 2, the approval of final environmental documents took a median of 17.9 months less under the Pilot Program. The time saved during the environmental review

⁷ Another lawsuit has been initiated against Caltrans, but there were no legal costs incurred during the 2009/2010 fiscal year.

and approval process also contributed to substantial time savings during the overall project delivery process. As shown in Table 2, the median time savings for the overall project delivery process was 30.6 months.

The public benefits from earlier delivery of needed transportation improvements in terms of the expedited completion of safer roadways and improved traffic flow conditions, as well as the quicker generation of the economic stimulus that project construction brings.

Pilot Program Progress and Conclusions

Caltrans has been successful in assuming FHWA's NEPA approval and interagency consultation responsibilities, as evidenced by Caltrans' preparation and approval of NEPA documents that meet federal regulations, policies, guidance, and standards and FHWA's Pilot Program audit findings. The results of the comparative analysis conducted for this report also indicate that the streamlining objectives of the Pilot Program are being strongly met. These streamlining objectives have been achieved by consolidating the environmental review and approval process within Caltrans rather than having review and approval activities move back and forth between Caltrans and FHWA.

The streamlining objectives of the Pilot Program are important to Caltrans in being able to better meet its mission of improving mobility across California. The environmental approval time savings that have occurred under the Pilot Program, together with a heightened emphasis on efficient project delivery at Caltrans, have translated into substantial overall time savings in the project delivery process. Caltrans' participation in the Pilot Program is contributing to the speedier delivery of needed transportation projects to the public and to stimulating the economy as the construction of projects occurs more quickly.

This report acknowledges that there are limitations in terms of what can be concluded from the analysis conducted for this report. It is impossible to isolate the effect that the Pilot Program, by itself, has had on the delivery of projects. A complex array of factors that interact in non-quantifiable ways with each other affect the time that it takes to deliver projects to construction.

FHWA's audits of the Pilot Program have continued to conclude that Caltrans is progressing in its proficiency in using new environmental document QC tools and in implementing new QC procedures under the Pilot Program. Caltrans acknowledges that minor deviations from the QC procedures have occurred for some Pilot Program projects. Perfect implementation of these procedures may not be attainable due to the large number of staff undertaking these procedures for a relatively large number of projects.

The Pilot Program benefits Caltrans in less tangible ways as well. Before the Pilot Program began, both Caltrans (under CEQA) and FHWA (under NEPA) had responsibility for project-specific environmental decision-making. Under the Pilot Program, Caltrans is responsible for making independent environmental decisions and is fully accountable for these decisions under NEPA, as well as CEQA. This consolidation of environmental decision-making at Caltrans provides clarity in decision-making for project stakeholders and the public, as well as efficiency.

Furthermore, with Caltrans now as lead agency under both federal and state environmental regulations, and working directly with both state and federal resource agencies, Caltrans is better able to integrate its regulatory approach to satisfy both State and federal requirements. This results in better and more efficient environmental compliance and more proactive, innovative and responsive environmental stewardship at Caltrans.

Glossary of Terms Used in this Report

The following terms used in this report are defined below. These definitions apply to the terms as they are used in this report.

Assumption: Caltrans has “assumed” or taken over FHWA’s responsibilities under NEPA and other federal environmental laws.

Begin Environmental Studies: The date when environmental studies began is used as the beginning date for a number of timeframes that are evaluated in this report including the time it took for environmental document approval and overall project delivery. The date when environmental studies began is the date that the Caltrans Districts began the environmental compliance process including conducting environmental field surveys, environmental data collection, and preparing environmental technical studies.

Biological Opinion: Document that contains the opinion of the USFWS or NMFS as to whether or not a federal action is likely to jeopardize the continued existence of species listed on the federal Endangered Species Act list or result in the destruction or adverse modification of critical habitat as designated by USFWS and NMFS.

Categorical Exclusion: Type of NEPA action that will not result in significant adverse impacts on the quality of the natural or human environment.

Environmental Assessment (EA): Informational NEPA document that support federal actions that are not Categorical Exclusions and that will not result in significant adverse impacts on the quality of the natural or human environment.

Environmental Document: An EA or EIS. Draft and final versions of EAs and EISs are prepared under NEPA.

Environmental Impact Statement (EIS): Informational NEPA document for federal actions that are likely to cause significant adverse impacts on the quality of the natural or human environment.

Environmental Review and Approval Process: Process for review and approval of NEPA documents to ensure that they meet federal standards and requirements. NEPA approval is required before a federal action may be approved.

Final Design Approval Timeframe: The elapsed time between when a project is approved and the final design plans for the project are approved.

Limited Waiver of Sovereign Immunity: This waiver was required for states to participate in the NEPA Delegation programs. Under this waiver, Caltrans has waived its constitutional 11th Amendment right to protection from lawsuits brought by citizens in federal court. To participate in the programs, if sued, Caltrans must defend its NEPA actions and decisions in Federal court.

Local Assistance Project: Local roadway project off the state highway system for which federal funds are being used for project development and/or construction.

NEPA Delegation: FHWA has delegated to Caltrans the responsibilities under NEPA and other federal environmental laws that were formerly FHWA's under Sections 6004 and 6005 of SAFETEA-LU. NEPA Delegation is a common term for the programs that were legally assigned to Caltrans through SAFETEA-LU.

Milestone: A major step or approval in the process for delivering a project to construction. These milestones include: draft environmental document approval, final environmental document approval, project approval, right-of-way acquired, final design approval, ready to list, and overall project delivery.

Natural Marine Fisheries Service (NMFS): Federal agency that is responsible for implementing federal Endangered Species Act requirements for marine and anadromous fish species.

Pilot Program Project: The Pilot Program is a temporary program provided by Section 6005 of SAFETEA-LU that enabled five states, including California, to apply for assumption of FHWA's NEPA responsibilities. California is the only state participating in the Pilot Program. The environmental documents for evaluated Pilot Program projects were reviewed and approved solely by Caltrans.

Pre-Pilot Program Project: The environmental documents for evaluated pre-Pilot Program projects were approved solely by FHWA.

Project Approval: Project approval is one of the milestone dates used in this report. The project approval date is when the preliminary engineering designs for a project are approved. NEPA approval is obtained prior to the project approval date. Project approval is marked by completing the Project Report.

Project Delivery Timeframe: The elapsed time from the date when environmental studies began to the date that the project was ready to be advertised for bid including the time that was required for environmental review and approval, project approval, acquisition of right-of-way that was needed for the project, and completion and approval of final design plans.

Resource Agency: Agencies that are responsible for implementing federal environmental regulations that are integrated into the NEPA approval process. These agencies include USFWS, NMFS, U.S. Army Corps of Engineers, and the State Historic Preservation Officer.

Right-of-way Acquisition Timeframe: The elapsed time between project approval and when acquisition of right-of-way was completed.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): Federal bill passed in 2005 that reauthorized transportation funds for federal surface transportation projects, including FHWA projects, and that allowed for the NEPA Delegation programs.

Section 6004: Section 6004 of SAFETEA-LU allowed all 50 states to take over responsibility for the approval of Categorical Exclusions from FHWA upon execution of a Memorandum of Agreement with FHWA.

U.S. Fish and Wildlife Service (USFWS): Federal agency that is responsible for implementing federal Endangered Species Act requirements for terrestrial and freshwater animal and plant species.

List of Acronyms Used in this Report

AB	Assembly Bill
Biological Opinion	No-Jeopardy Biological Opinion
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EA	environmental assessment
EIS	environmental impact statement
ESA	Endangered Species Act
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
Pilot Program	Surface Transportation Project Delivery Pilot Program
PY	personnel year
QC	quality control
SAFETEA-LU	Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
USFWS	U.S. Fish and Wildlife Service

Appendix A California's Street and Highways Code Section 820.1¹

Section 820.1(d)(1) of California's Street and Highways Code requires the following:

- (d) The department shall, no later than January 1, 2009, and again, no later than January 1, 2011, submit a report to the Legislature that includes the following:
 - (1) A comparative analysis of the environmental review process under the National Environmental Policy Act (Chapter 55 (commencing with Section 4321) of Title 42 of the United States Code) for the 30 projects, excluding those projects categorically excluded from environmental review, undertaken immediately preceding the enactment of this section that involved the Federal Highway Administration and the environmental review process for all projects, excluding those projects categorically excluded from environmental review, undertaken following enactment of this section that did not involve the Federal Highway Administration. This analysis should address the following:
 - (A) For each project included in the analysis, the environmental review process under the National Environmental Policy Act, including which state and federal agencies reviewed the environmental documents and the amount of time the documents were reviewed by each agency, shall be described.
 - (B) The points in the environmental review process under the National Environmental Policy Act when project delays occurred and the nature of the delays.
 - (C) The time saved in the environmental review process for projects undertaken following enactment of this section in comparison to the review process for projects undertaken prior to the enactment of this section. The points in the review process when time was saved.
 - (D) The circumstances when the Federal Highway Administration hindered and facilitated project delivery.
 - (2) All financial costs incurred by the department to assume the responsibilities pursuant to Section 326 of, and subsection (a) of Section 327 of, Title 23 of the United States Code, including, but not limited to, the following:
 - (A) Personnel to conduct and review environmental documents and to manage litigation.
 - (B) Administrative costs.
 - (C) Litigation.
 - (3) An explanation of all litigation initiated against the department for the responsibilities assumed pursuant to Section 326 of, and subsection (a) of Section 327 of, Title 23 of the United States Code.

¹ This appendix contains the text of California's Streets and Highways Code 820.1 as of January 1, 2009.

- (4) A comparison of all costs and benefits of assuming these responsibilities.
- (5) An assessment of overall project delivery time from the time environmental studies begin to the time the project is ready to advertise for construction, including the time required for each project phase and distinguishing between different types of environmental documents and between projects on the state highway system and local assistance projects. The department may also include other variables that it determines may be useful in the assessment.

Appendix B Supporting Information and Data for Comparative Analyses

This appendix contains supplementary information and data that support the comparative analyses conducted for this report. It includes the following information:

- Description of the methods that were used to collect timeframe information used for this evaluation;
- Description of the statistical tests that were used; and
- Figures and tables that contain the information used in the comparative analyses conducted for this report.

Data Collection Methods

Caltrans collected several sets of data as part of the comparative analysis, as described below:

- **Environmental review and approval milestone dates.** For pre-Pilot Program projects, environmental milestone dates were collected from project files and Caltrans staff working on each project. For Pilot Program projects, Caltrans used databases that have been used since July 1, 2007~~the beginning of the Pilot Program~~ to track environmental milestone dates for each project. These Pilot Program data were supplemented with data obtained during interviews with Caltrans project environmental staff as needed.
- **Project delivery milestone dates.** Caltrans' State Highway and Local Assistance project management databases were used to identify the dates for completion of right-of-way acquisition and final design approval. They were also used to identify the dates in which projects were ready to be advertised for the construction contract bidding process. The databases were also used to identify estimated project capital and right-of-way acquisition costs. Dates and costs were confirmed or updated through district review.
- **ESA approval dates.** To collect ESA approval milestone dates, Caltrans used an approach similar to what was used for collection of environmental review and approval milestone dates.
- **State and federal agencies commenting on draft environmental documents.** Table B-10 lists the state and federal agencies that commented on draft environmental documents for pre-Pilot Program and Pilot Program projects. This list is based on the comment letters received on the draft environmental documents. Because these agencies review environmental documents during their public review period, the time the agencies took to review each document is unknown. The comment letters were received during the public review period, which runs 30 to 60 days.
- **Information regarding project delays.** Information regarding project delays was obtained through a combination of interviews with environmental staff and managers who worked on the pre-Pilot Program and Pilot Program projects and completion of a questionnaire.

Statistical Analysis

To provide a robust analysis and to account for the variability in the sample sizes between pre-Pilot Program and Pilot Program projects, statistical tools were used for the comparative evaluation. Ideally, to isolate the effects of the Pilot Program on environmental review and approval timeframes, the statistical study design would include a random sample of projects. This approach could not be applied to this evaluation, however, since AB 1030 and 2650 specify which pre-Pilot Program projects to include in the comparison.² Therefore, the comparative analysis assumes that the identified set of pre-Pilot Program projects is a random sample of all such projects and that the Pilot Program projects are a random sample of potential Pilot Program projects. These and other assumptions that were made to apply the statistical tests are approximations, thereby affecting the statistical soundness of this analysis.

The small sample sizes of pre-Pilot Program projects also limit the statistical inferences that can be made. With small sample sizes, only relatively large differences in pre-Pilot Program and Pilot Program timeframes are likely to be determined to be statistically significant.

Statistical significance tests were conducted for the calculated median and average time savings. The median time savings is defined as the difference between the pre-Pilot Program median timeframe and the Pilot Program median timeframe. The average time savings is defined as the difference between the pre-Pilot Program average timeframe and the Pilot Program average timeframe. All of the statistical tests were applied at the 5 percent significance level. Whether the time frame changes are statistically significant depends on the sample sizes, the variability of the time frames, and the size of the difference in median and average time frames.

To determine whether the median time savings were statistically significant, the pre-Pilot Program and Pilot Program timeframes were statistically compared using the two-sample Wilcoxon test. This test assumes that the projects were randomly selected from the universe of pre-Pilot Program and Pilot Program projects and that their timeframes have distributions with the same shape and scale, but possibly different medians. This test is, at best, an approximation since the pre-Pilot Program and Pilot Program projects were not randomly selected.

Average time savings were statistically compared using the two-sample t-test. The t-test assumes that the projects were randomly selected from the universe of pre-Pilot Program and Pilot Program projects and that their timeframes are normally distributed with possibly different means and variances. The Wilcoxon test is generally more applicable than the t-test but is less likely to detect an effect when the distributions are normal.

For the t-test, the Smith-Satterthwaite approximation was used to account for possible differences in the variances of the timeframes for the pre-Pilot Program and Pilot Program projects. The Smith-Satterthwaite version of the t test is at best, an approximation, especially since the pre-Pilot Program and Pilot Program projects were not randomly selected.

² AB 1039 and 2650 specify that the pre-Pilot Program projects to be evaluated comprise the last 30 projects approved by FHWA prior to enactment of AB 1039.

Regression analysis was used to evaluate the relationship between right-of-way costs and the time it takes for project approval. The selected regression model assumes that the timeframe is the sum of an intercept, a multiple of the logarithm of the right-of-way cost and a random error, as follows:

$$\text{Timeframe} = \text{Intercept} + \text{Slope} \times \text{Log (Right-of-way cost)} + \text{Error}.$$

The errors are assumed to be normally distributed with a mean of zero and the same variance for each project. (A regression model using the right-of-way cost instead of its logarithm was also used, but that model gave a poorer fit to the data.). The regression model would show a statistically significant relationship if the slope is statistically significantly different from zero, using a 5% significance level. For this analysis the p-value was above 5% but below 10%, so the relationship was not statistically significant at the 5% level, but was statistically significant at the 10% level. We report this result as being marginally statistically significant.

Milestone Dates, Elapsed Timeframes, and Time Savings

Environmental Review and Approval and Project Delivery Time Savings

The following figures and tables contain detailed information on the environmental approval and project delivery time savings:

- Figures B-1 through B-8 present the distribution of timeframes for the following environmental approval and project delivery milestones for State highway and Local Assistance projects and State highway projects only. They also compare median and average timeframes for pre-Pilot Program and Pilot Program projects:
 - Figure B-1: Draft EA approvals
 - Figure B-2: Final EA approvals
 - Figure B-3: Draft EIS approvals
 - Figure B-4: Final EIS approvals
 - Figure B-5: Acquisition of right-of-way
 - Figure B-6: Approval of final design
 - Figure B-7: Ready to advertise the construction contract
 - Figure B-8: Overall project delivery
- Table B-1 presents the list of pre-Pilot Program and Pilot Program projects that are evaluated in this report for environmental approval and project delivery timeframes. It also contains the milestone dates that are evaluated in this report.
- Table B-2 compares the median and average time that it took for pre-Pilot Program and Pilot Program projects to reach environmental approval and project delivery milestones.

Endangered Species Act Approval Time Savings

- Table B-3 presents the list of pre-Pilot Program and Pilot Program projects that are evaluated in the report for the time that it took to achieve ESA approvals. For each project, the table presents two dates: the date when Caltrans submitted ESA documentation to the resource agency and the date when the resource agency provided written approvals that the projects complied with the ESA.
- Table B-4 compares the median and average time that it took for pre-Pilot Program and Pilot Program projects to obtain ESA approvals.

Environmental Approval Timeframes During the First vs. Second 18 Months of the Pilot Program

- Table B-5 presents the list of Pilot Program projects with environmental document approvals during the first versus the second 18 months of the Pilot Program. For each project, the table presents the dates that environmental studies began and that the environmental documents for the projects were approved.
- Table B-6 compares the median and average time for environmental document approvals for Pilot Program projects with environmental document approvals during the first and second 18 months of the Pilot Program.

Project Approval Timeframes By Agency Responsible for Preparing the Environmental Document

- Table B-7 presents the list of Pilot Program projects with EA approvals. First, those projects for which Caltrans was responsible for preparing the EA are listed, followed by those for which a local agency was responsible –this includes both local agency-sponsored projects on the state highway system as well as Local Assistance projects on local roadways off the state highway system. For each project, the table contains the dates when environmental studies began and when the projects were approved.
- Table B-8 compares the median and average time for project approvals for Pilot Program environmental documents in which Caltrans was responsible for preparing the environmental document versus a local agency.

Relationship between Pilot Program Project Environmental Approval Timeframes and Project Right-of-Way Costs

- Figure B-9 presents the results of the regression analysis that evaluated the relationship between project right-of-way costs and the time it takes for project approval.
- Table B-9 lists the Pilot Program projects with projected right-of-way acquisition costs in order of ascending right-of-way costs. For each project, the table presents the dates when environmental studies began and when the projects were approved.

Other Tables Required by AB 2650

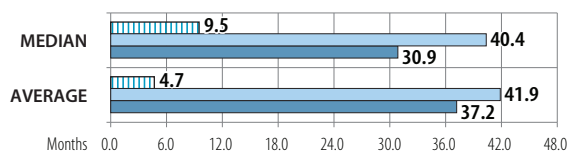
- Table B-10 presents the list of state and federal agencies that commented on the draft environmental documents for the pre-Pilot Program projects and Pilot Program projects during the first three years of the program.
- Table B-11 presents a summary of the reasons that Pilot Program projects experienced project delays.

Environmental Review and Approval and Project Delivery Time Savings

This section contains the following:

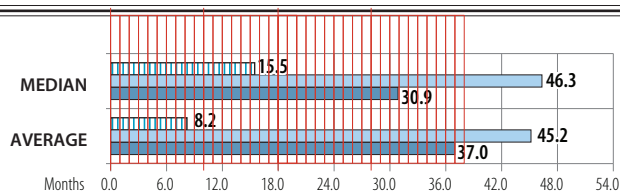
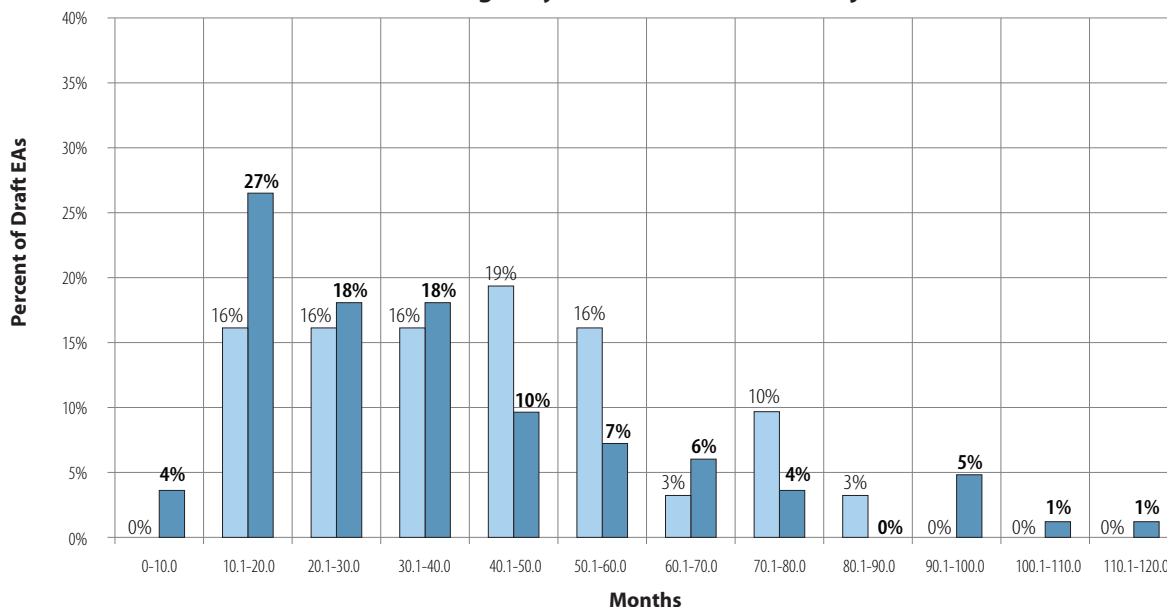
- Figure B-1. Comparison of Pre-Pilot Program and Pilot Program Projects: Draft Environmental Assessment Approval Timeframes
- Figure B-2. Comparison of Pre-Pilot Program and Pilot Program Projects: Final Environmental Assessment Approval Timeframes
- Figure B-3. Comparison of Pre-Pilot Program and Pilot Program Projects: Draft Environmental Impact Statement Approval Timeframes
- Figure B-4. Comparison of Pre-Pilot Program and Pilot Program Projects: Final Environmental Impact Statement Approval Timeframes
- Figure B-5. Comparison of Pre-Pilot Program and Pilot Program Projects: Timeframes for Acquisition of Right-of-Way
- Figure B-6. Comparison of Pre-Pilot Program and Pilot Program Projects: Timeframes for Approval of Final Design
- Figure B-7. Comparison of Pre-Pilot Program and Pilot Program Projects: Timeframes for Ready to Advertise Construction Contract
- Figure B-8. Comparison of Pre-Pilot Program and Pilot Program Projects: Timeframes for Overall Project Delivery
- Table B-1. Pre-Pilot Program and Pilot Program Projects: Project Delivery Milestone Dates
- Table B-2. Pre-Pilot and Pilot Program Projects: Project Delivery Milestone Timeframes

Draft Environmental Assessments



TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	31
Pilot Program	83

State Highway and Local Assistance Projects



TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	24
Pilot Program	75

State Highway Projects

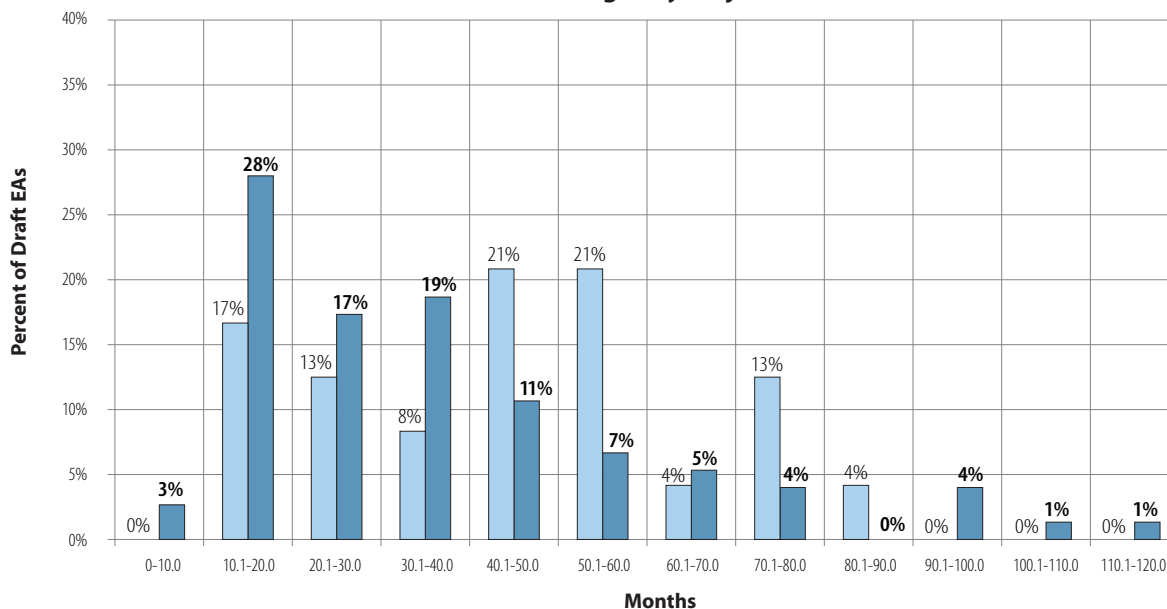
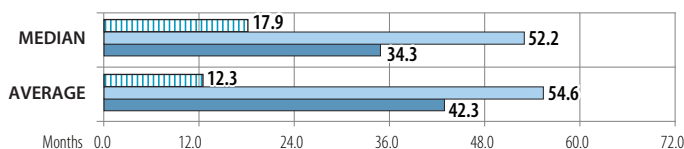


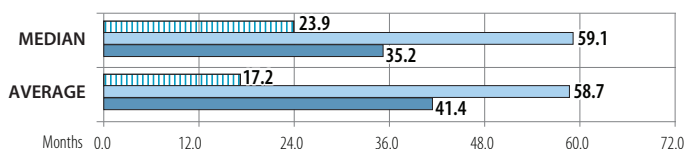
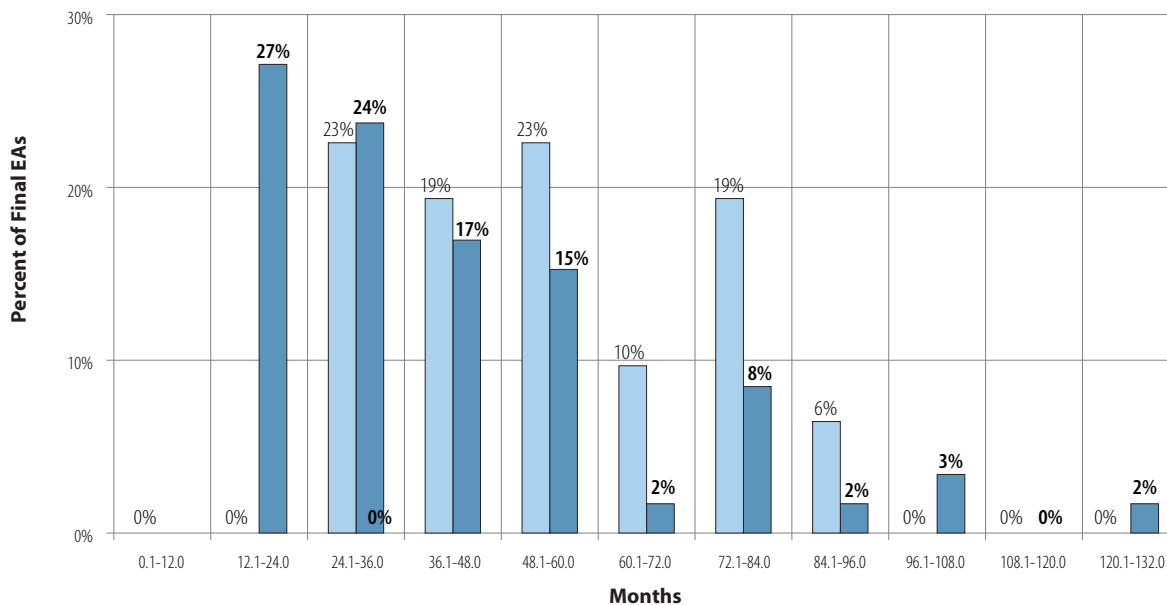
Figure B-1
Comparison of Pre-Pilot Program and Pilot Program Projects:
Draft Environmental Assessment Approval Timeframes
 (By Percent of Environmental Documents and Months)

Final Environmental Assessments



TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	31
Pilot Program	59

State Highway and Local Assistance Projects



TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	24
Pilot Program	54

State Highway Projects

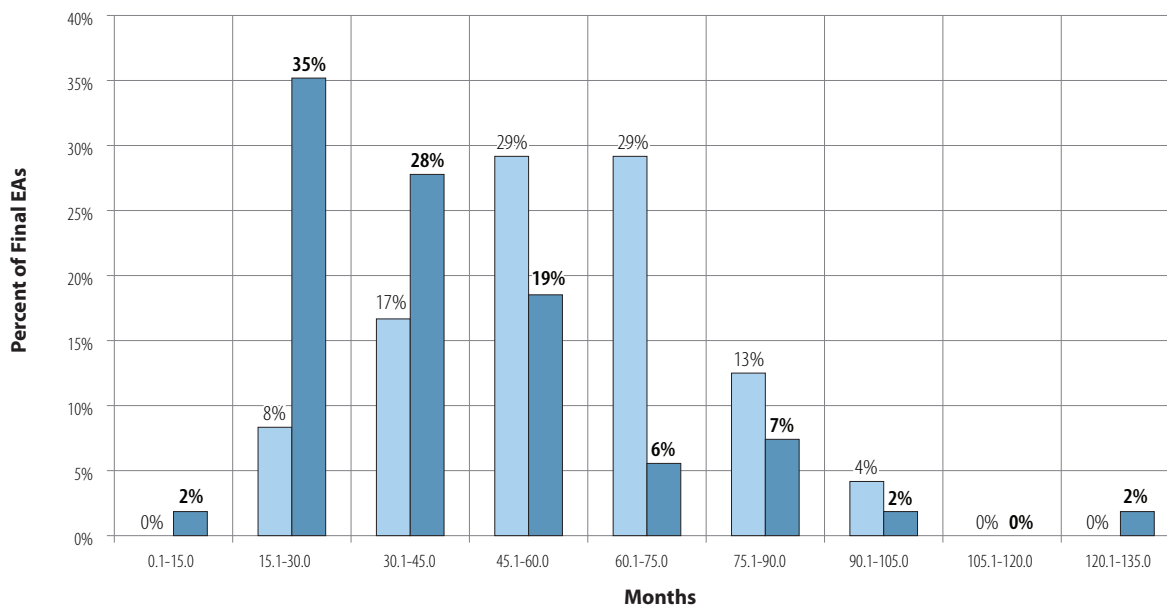
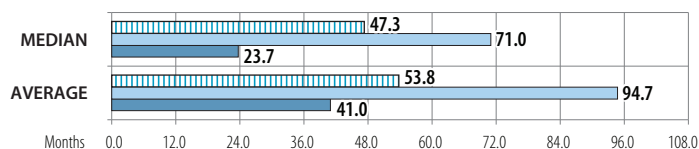


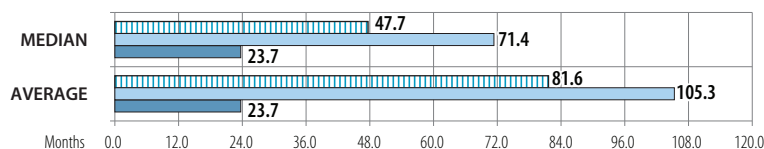
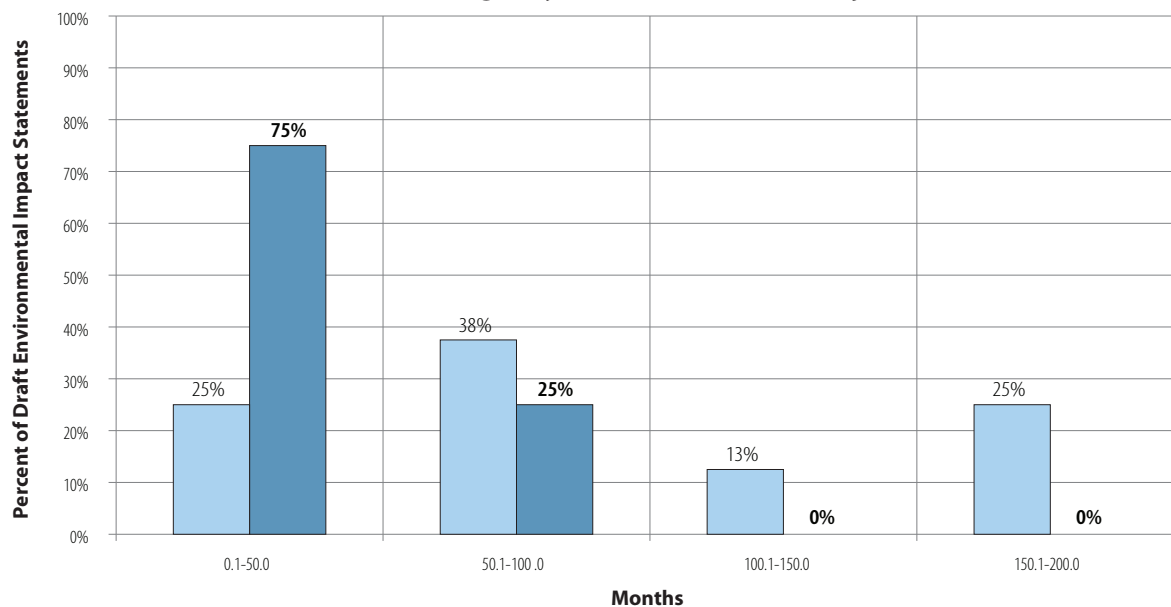
Figure B-2
Comparison of Pre-Pilot Program and Pilot Program Projects:
Final Environmental Assessment Approval Timeframes
 (By Percent of Environmental Documents and Months)

Draft Environmental Impact Statements



TOTAL PROJECTS	
Time Savings	8
Pre-Pilot Program	4

State Highway and Local Assistance Projects



TOTAL PROJECTS	
Time Savings	7
Pre-Pilot Program	2

State Highway Projects

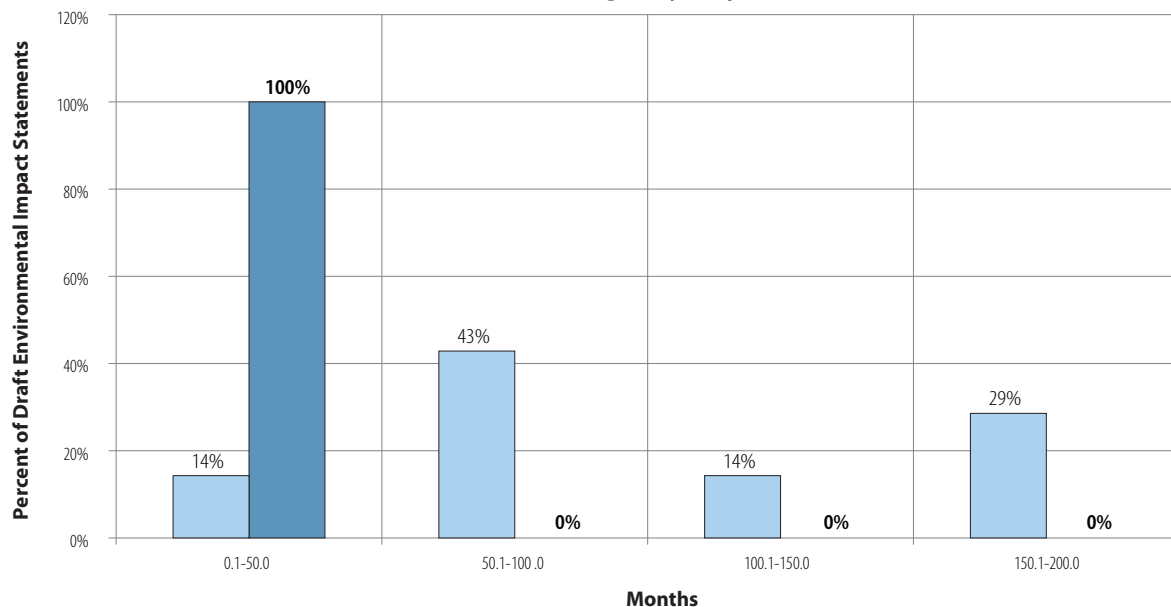
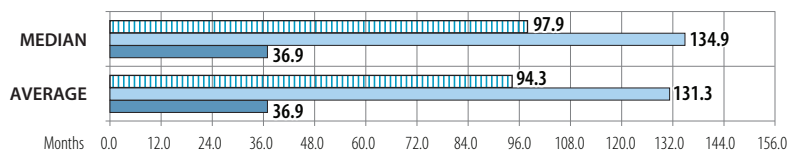
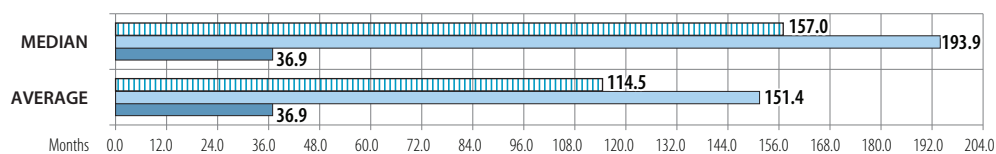
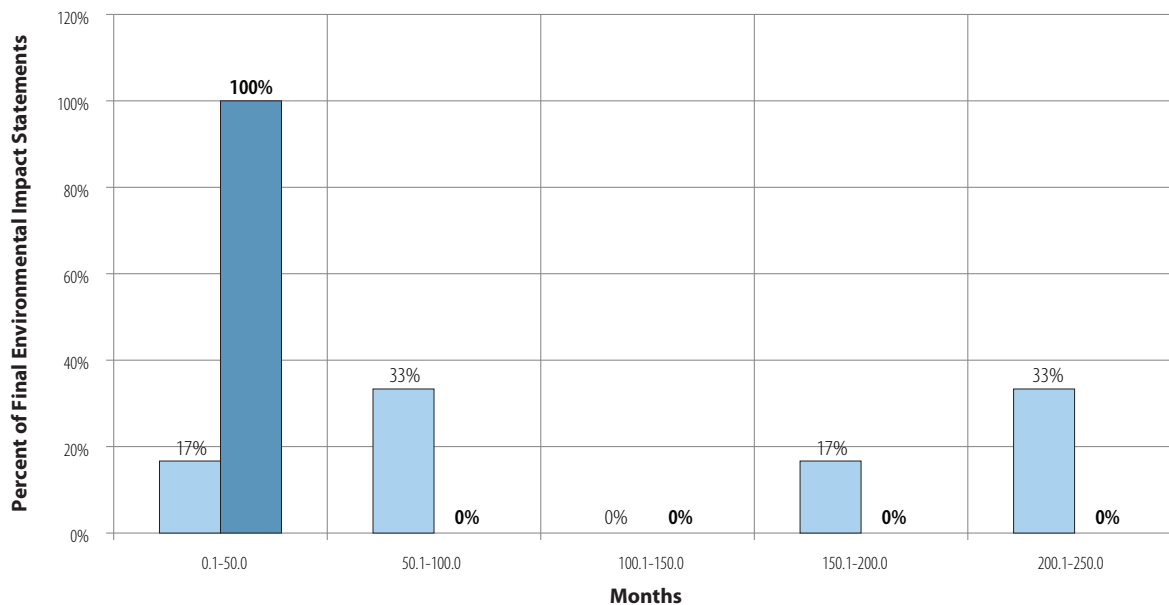


Figure B-3
Comparison of Pre-Pilot Program and Pilot Program Projects:
Draft Environmental Impact Statement Approval Timeframes
 (By Percent of Environmental Documents and Months)

Final Environmental Impact Statements



State Highway and Local Assistance Projects



TOTAL PROJECTS

Time Savings	
Pre-Pilot Program	5
Pilot Program	1

State Highway Projects

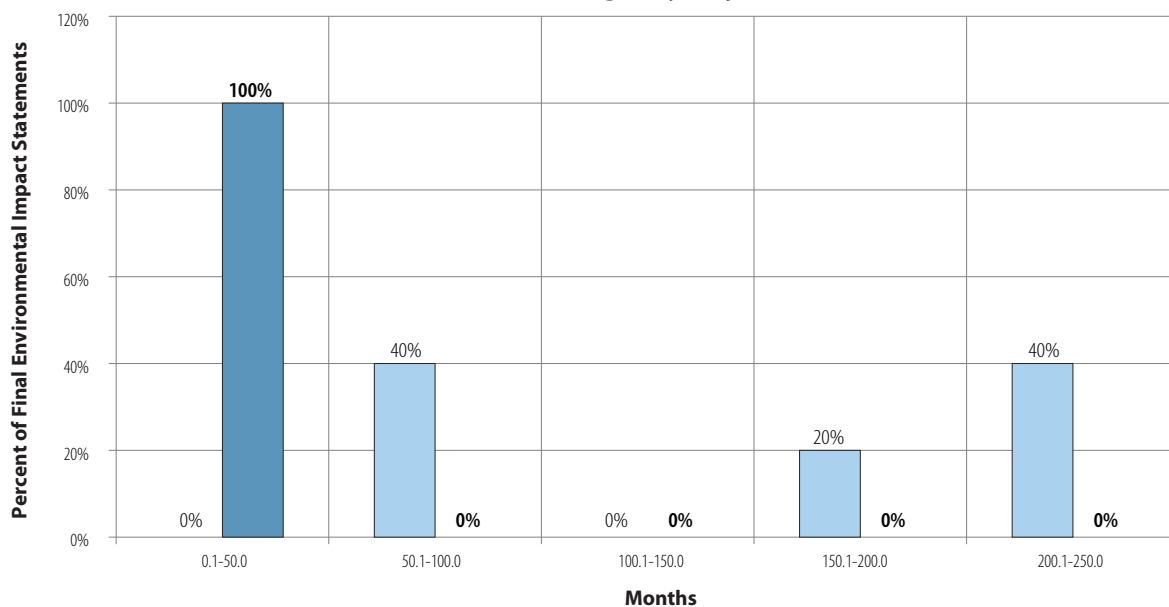
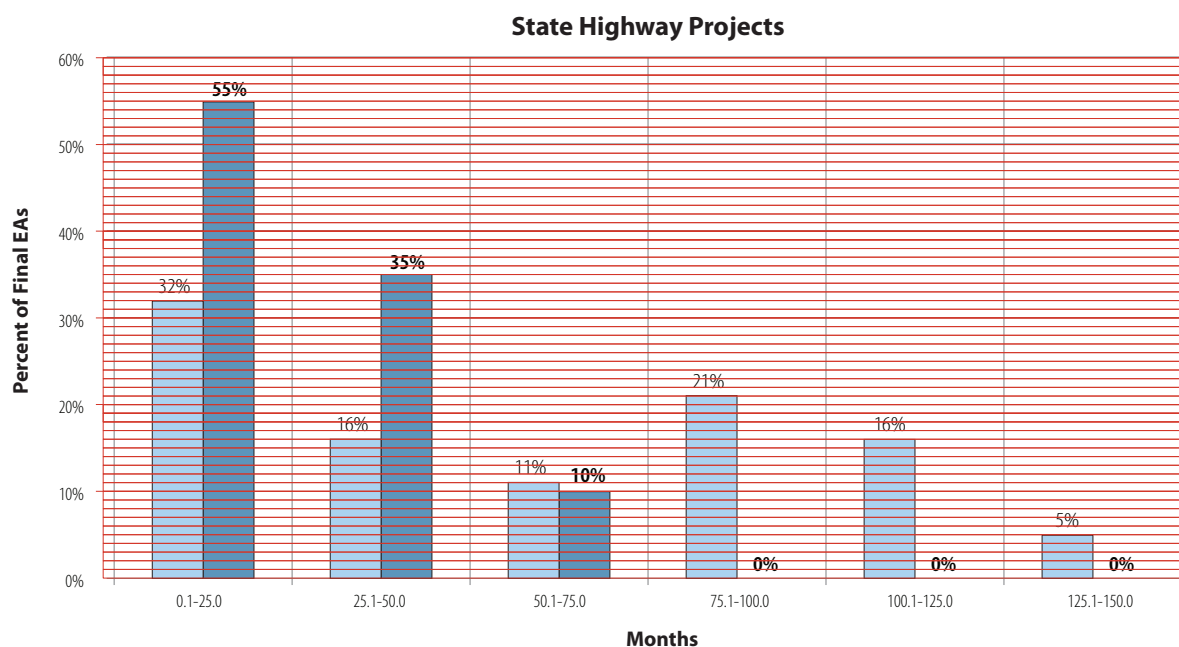
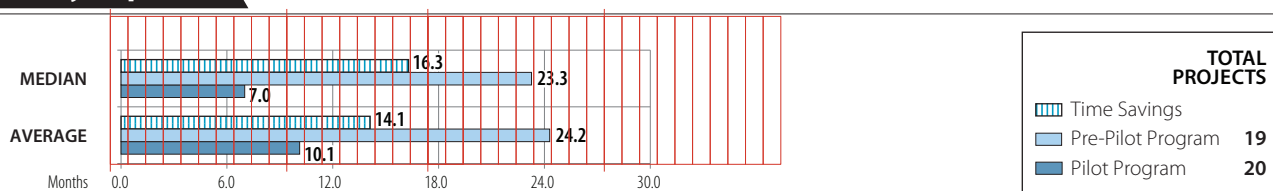


Figure B-4
Comparison of Pre-Pilot Program and Pilot Program Projects:
Final Environmental Impact Statement Approval Timeframes
 (By Percent of Environmental Documents and Months)

Right-of-Way Acquisition

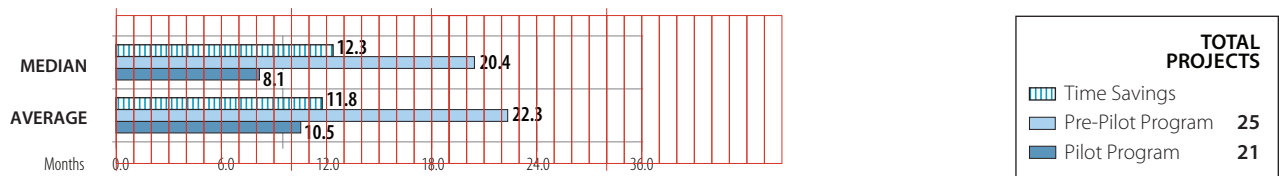


Note:

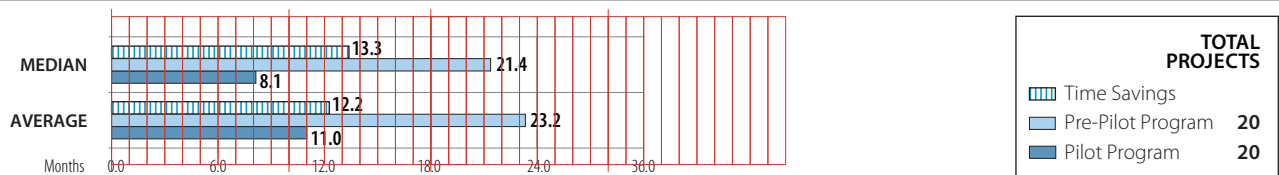
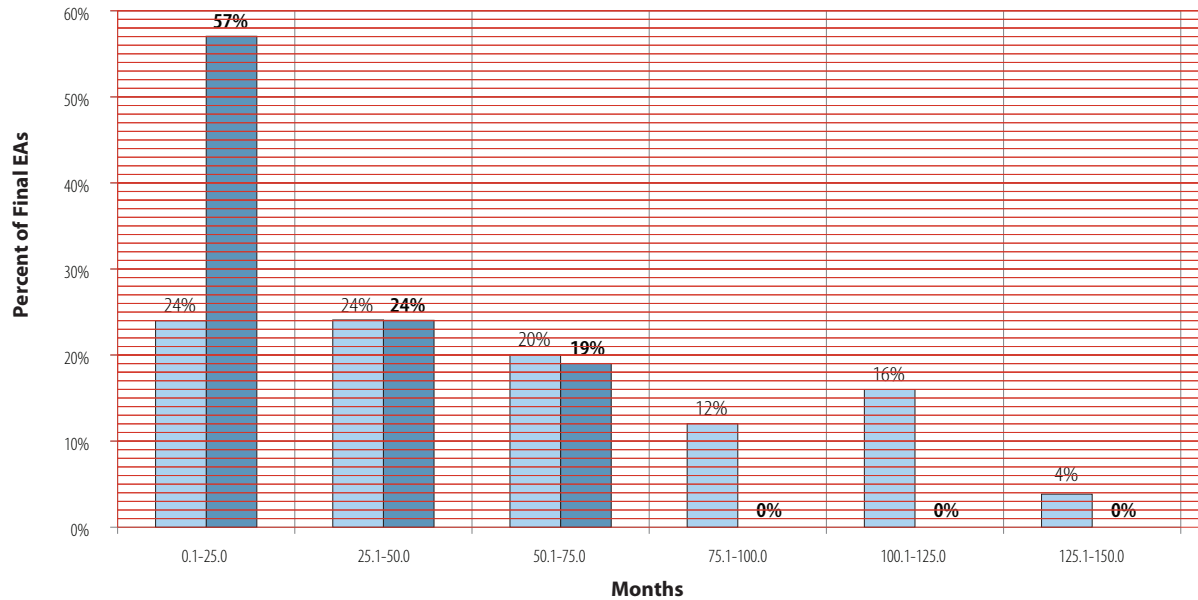
Data for right-of-way acquisitions are not available for Local Assistance projects. These charts do not include EIS projects due to the small sample size.

Figure B-5
Comparison of Pre-Pilot Program and Pilot Program Projects:
Timeframes for Acquisition of Right-of-Way
 (By Percent of Environmental Documents and Months)

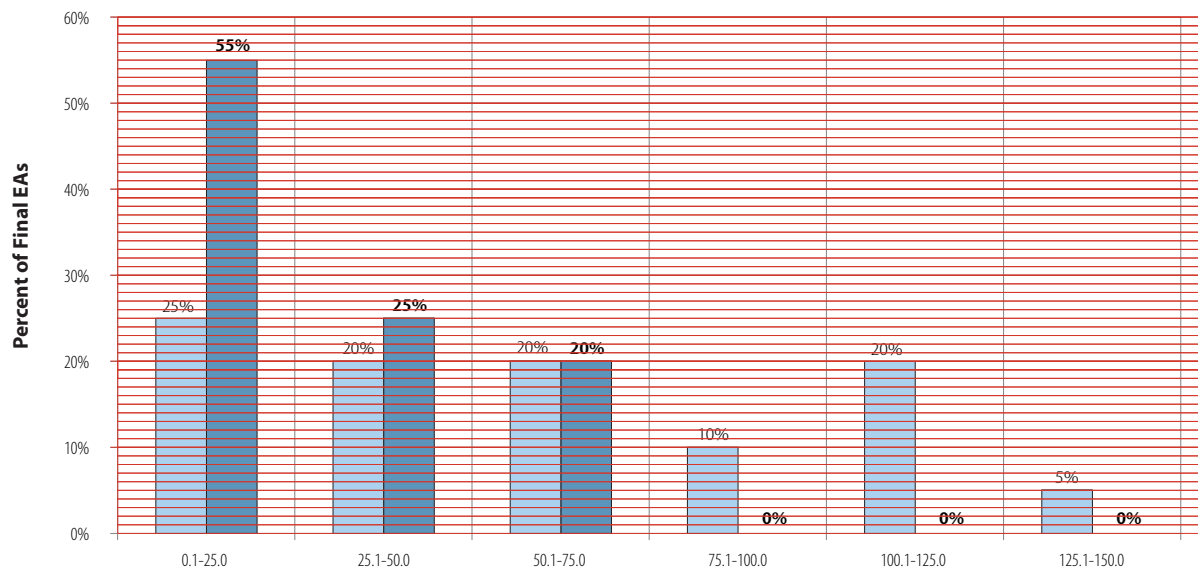
Approval of Final Design



State Highway and Local Assistance Projects



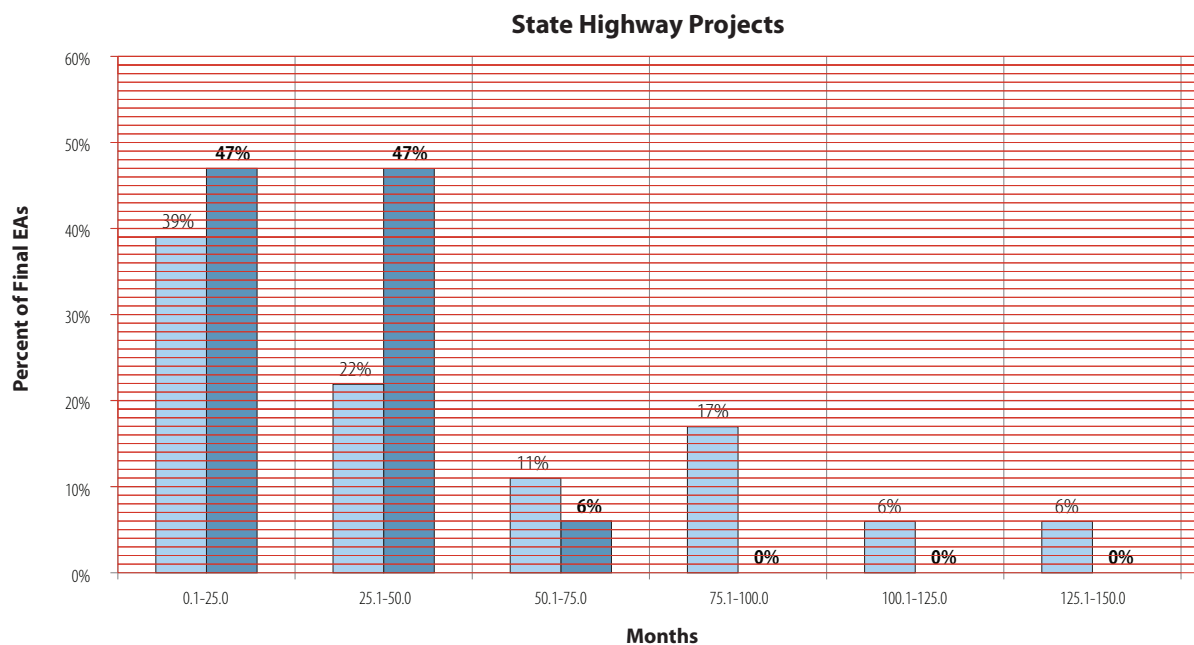
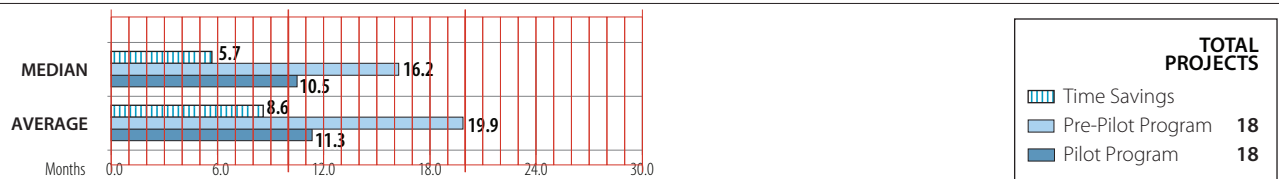
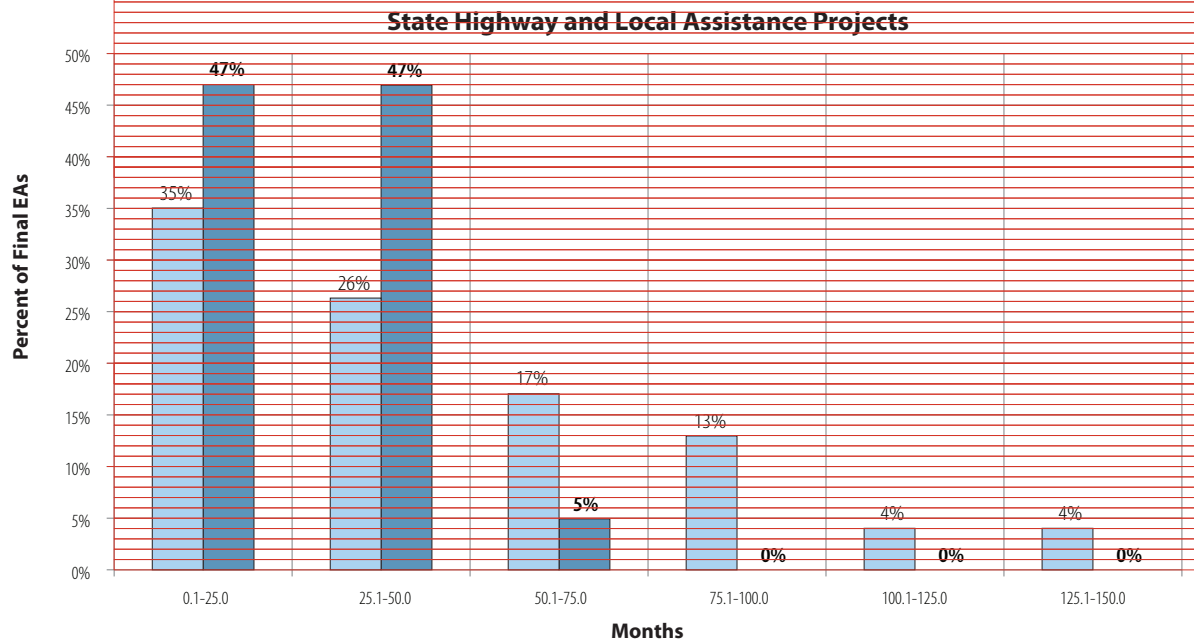
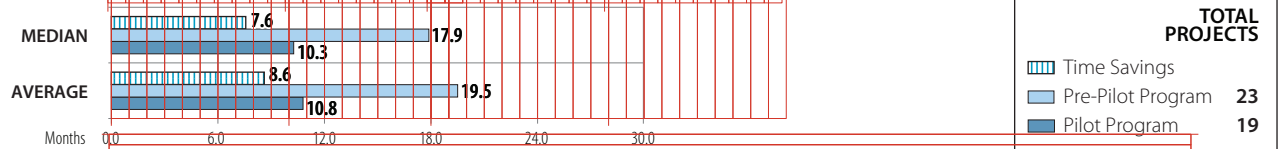
State Highway Projects



Note: These charts do not include EIS projects due to the small sample size.

Figure B-6
Comparison of Pre-Pilot Program and Pilot Program Projects:
Timeframes for Approval of Final Design
 (By Percent of Environmental Documents and Months)

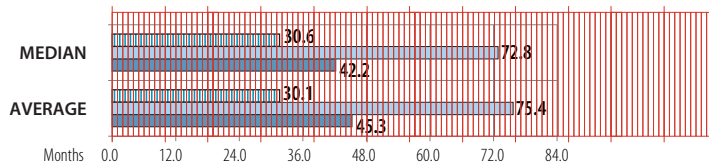
Ready to Advertise Construction Contract



Note: These charts do not include EIS projects due to the small sample size.

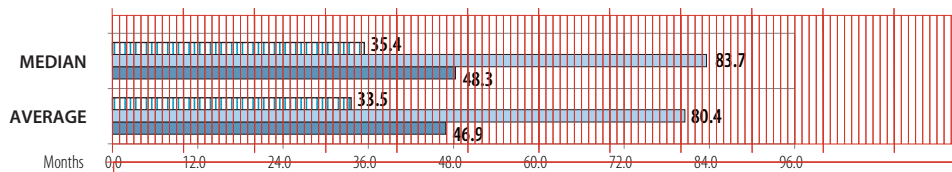
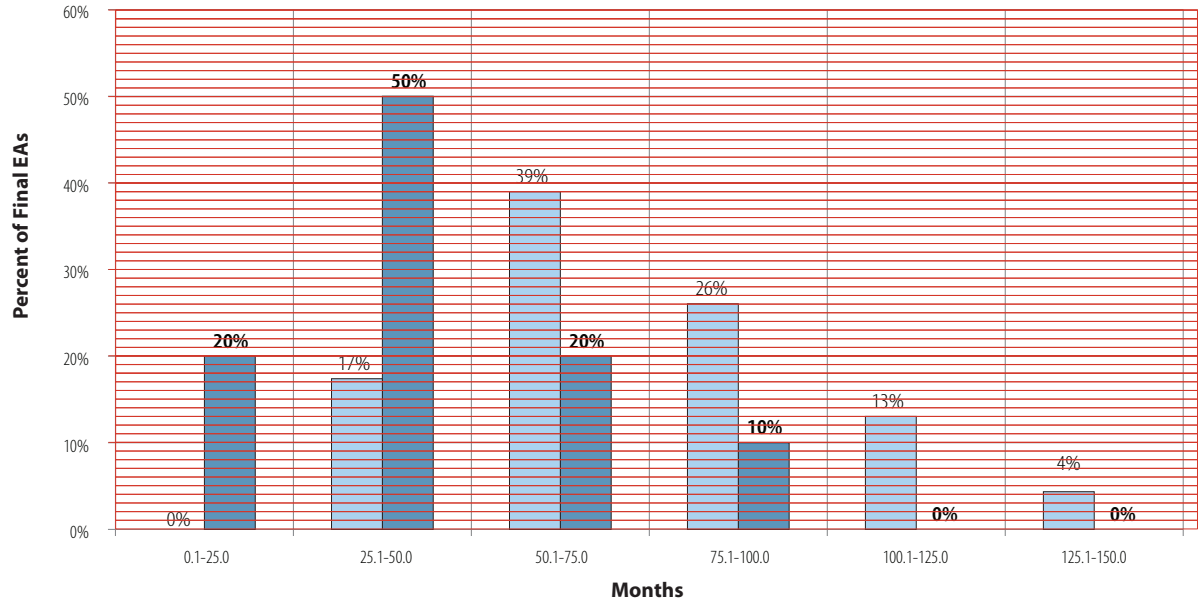
Figure B-7
Comparison of Pre-Pilot Program and Pilot Program Projects:
Timeframes for Ready to Advertise Construction Contract
 (By Percent of Environmental Documents and Months)

Overall Project Delivery



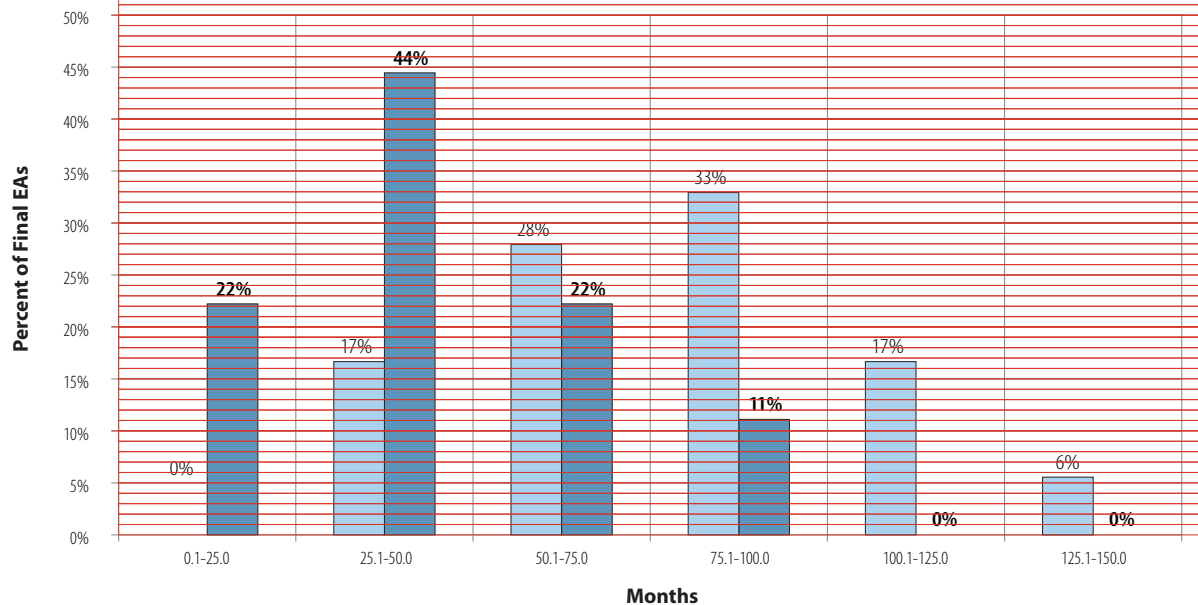
TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	23
Pilot Program	10

State Highway and Local Assistance Projects



TOTAL PROJECTS	
Time Savings	
Pre-Pilot Program	18
Pilot Program	9

State Highway Projects



Note: These charts do not include EIS projects due to the small sample size.

Figure B-8
Comparison of Pre-Pilot Program and Pilot Program Projects:
Timeframes for Overall Project Delivery
 (By Percent of Environmental Documents and Months)

Table B-1. Pre-Pilot Program and Pilot Program Projects: Project Delivery Milestone Dates

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
Pre-Pilot Program Projects											
Environmental Assessments on State Highway Projects											
1	Humboldt	101	Alton Interchange	Final	8/4/1998	2/10/2005	6/28/2005	6/29/2005	4/15/2008	10/4/2007	6/30/2008
1	Mendocino	128/253	269 Culverts	Final	7/1/1999	4/11/2005	6/29/2005	6/27/2005	12/1/2009	5/1/2009	1/15/2010
1	Mendocino	101	Confusion Hill	Final	10/1/2003	4/25/2005	12/20/2005	12/20/2005	2/10/2006	12/21/2005	4/21/2006
3	Butte	70	Ophir Road Interchange	Final	2/1/1999	10/31/2003	12/7/2005	12/30/2005	10/20/2008	10/31/2007	11/3/2008
3	Colusa	20	Moonbend	Final	9/3/1999	6/30/2003	9/30/2005	10/31/2005	6/1/2006	3/3/2006	6/6/2006
3	Placer	28	Tahoe City-Kings Beach-State Line	Final	12/1/2001	4/25/2005	10/21/2005	11/1/2005	Phased	Phased	Phased
3	Placer	28	Tahoe City-Kings Beach-State Line	Final	12/1/2001	Phased	Phased	11/1/2005	4/30/2007	1/22/2007	5/11/2007
3	Placer	28	Tahoe City-Kings Beach-State Line	Final	12/1/2001	Phased	Phased	11/1/2005	12/29/2005	12/7/2006	1/8/2007
3	Yolo/Sacramento	275	Tower Bridge Sidewalks	Final	8/1/2000	6/17/2004	6/29/2005	6/27/2005	7/24/2006	4/1/2006	7/24/2006
4	Alameda/Santa Clara	680	Sunol Grade HOV and Auxiliary Lanes	Final	12/20/2000	6/30/2004	6/30/2005	6/30/2005	Not reached	Not reached	Not reached
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	Final	10/1/2002	8/27/2004	7/21/2005	7/6/2006	Phased	Phased	Phased
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	Final	10/1/2002	Phased	Phased	7/6/2006	3/19/2007	6/15/2007	7/1/2007
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	Final	10/1/2002	Phased	Phased	7/6/2006	7/15/2009	2/3/2009	9/28/2009
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	Final	10/1/2002	Phased	Phased	7/6/2006	4/14/2010	4/1/2010	4/30/2010
4	Santa Clara/San Benito	152	SR 152/SR 156 Interchange Improvement	Final	7/1/2003	6/16/2005	12/27/2005	5/29/2006	10/30/2006	8/1/2006	10/30/2006
4	San Mateo	92	Route 92 Curve Correction	Final	5/1/2000	7/26/2001	6/28/2005	Not reached	Not reached	Not reached	Not reached
4	Solano	12	Jameson Canyon Truck Climbing Lane	Final	7/24/2002	1/13/2004	6/30/2005	6/30/2005	6/14/2007	3/5/2007	6/20/2007
5	Monterey	101	Airport Boulevard Interchange	Final	8/1/2001	5/16/2005	11/14/2005	11/23/2005	6/26/2009	6/1/2009	10/1/2009
5	Monterey	101	Prunedale Improvement	Final	1/1/2003	5/6/2005	3/13/2006	3/22/2006	4/15/2010	5/25/2010	Not reached
5	San Luis Obispo	46	SR 46 Improvements	Final	8/1/1998	2/25/2003	5/19/2006	5/19/2006	Not reached	Not reached	Not reached
6	Fresno	41	SR 41 Excelsior Expressway	Final	10/1/2001	12/21/2004	11/22/2005	12/15/2005	Not reached	Not reached	Not reached
6	Kern	184	Weedpatch	Final	7/1/1999	11/25/2003	6/8/2005	6/8/2005	Not reached	Not reached	Not reached
6	Tulare	65	Terra Bella Expressway	Final	1/27/2000	9/1/2004	6/30/2005	7/5/2005	Not reached	Not reached	Not reached
8	Riverside	10	Palm Drive/Gene Autry Trail Interchange	Final	11/14/2001	5/18/2004	4/26/2006	5/25/2007	4/22/2009	4/22/2009	9/1/2009
8	San Bernardino	15	Commercial Vehicle Enforcement Facility	Final	4/8/1999	1/12/2006	3/31/2006	3/31/2006	Not reached	4/7/2010	Not reached
8	San Bernardino	10	Construct New Overcrossing and Widen Cypress Road	Final	2/29/2000	1/23/2006	3/28/2006	5/10/2007	10/24/2008	6/17/2008	10/27/2008
10	Merced	59	16th Street/Olive Avenue Widening	Final	5/1/2000	9/24/2005	1/12/2006	1/31/2006	Not reached	Not reached	Not reached

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
10	Merced	140	Bradley Overhead	Final	7/1/2001	10/20/2005	4/20/2006	4/28/2006	Phased	Phased	Phased
10	Merced	140	Bradley Overhead	Final	7/1/2001	Phased	Phased	4/28/2006	5/14/2009	12/16/2008	6/17/2009
12	Orange	74	SR 74 Safety Improvement	Final	10/1/2003	2/25/2005	11/1/2005	10/31/2005	2/27/2006	3/1/2006	5/31/2006
Environmental Assessments on Local Assistance Projects											
2	Shasta	–	Cypress Avenue Bridge Replacement, Redding	Final	11/9/2001	2/1/2005	9/29/2005	9/29/2005	11/28/2006	12/20/2006	12/20/2006
3	Butte	–	Skyway Widening	Final	7/17/2001	4/14/2004	6/30/2005	6/30/2005	Not reached	Not reached	Not reached
6	Kern	–	Coffee Road to Santa Fe Way Road Widening	Final	10/9/2002	2/1/2006	5/19/2006	5/19/2006	9/30/2008	4/16/2008	10/14/2008
7	Los Angeles	–	Gap Closure	Final	12/10/2002	11/22/2004	5/24/2005	8/23/2005	8/23/2005	8/23/2005	6/26/2007
7	Los Angeles	–	Beverly Boulevard over Rio Hondo Channel Bridge Replacement	Final	9/10/2002	12/8/2003	7/18/2005	7/18/2005	9/6/2005	9/8/2005	12/21/2005
8	Riverside	–	River Road Bridge Replacement	Final	1/11/2002	6/23/2004	7/14/2005	7/14/2005	3/2/2008	4/2/2008	Not reached
8	Riverside	–	Jurupa Avenue Underpass Grade Separation at Union Pacific Railroad	Final	7/25/2002	3/29/2005	8/15/2005	8/15/2005	11/8/2006	2/21/2007	2/21/2007
Environmental Impact Statements on State Highway Projects											
1	Humboldt	101	Eureka-Arcata	Draft	8/31/2001	6/20/2007	Not reached	Not reached	Not reached	Not reached	Not reached
1	Mendocino	101	Willits Bypass	Final	7/1/1989	5/1/2002	10/25/2006	12/18/2006	5/28/2010	1/19/2010	Not reached
3	Placer	65	Lincoln Bypass	Final	6/20/1990	11/14/2001	5/25/2006	5/25/2006	2/14/2008	8/10/2007	2/22/2008
4	San Francisco	101	Doyle Drive	Draft	2/10/2000	12/21/2005	*	1/28/2009	Not reached	Not reached	Not reached
7	Los Angeles	405	Sepulveda Pass 405	Draft	1/7/2002	5/22/2007	2/29/2008	2/29/2008	–	–	10/10/2008
8	San Bernardino	18	Big Bear Bridge Replacement	Final	8/30/1990	1/31/2006	3/30/2007	3/30/2007	2/11/2008	1/18/2008	5/29/2008
10	Merced	152	Los Banos Bypass	Final	4/4/2001	2/17/2005	6/25/2007	6/25/2007	Not reached	Not reached	Not reached
Environmental Impact Statements on Local Assistance Projects											
7	Los Angeles	–	First Street over Los Angeles River Viaduct and Street Widening	Final	6/5/2003	2/8/2005	11/30/2005	2/22/2006	8/6/2007	8/27/2007	8/27/2007

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
Environmental Assessments on State Highway Projects											
1	Del Norte	199	DN STAA (includes Patrick Creek Shoulder Widening, Washington Curve, Narrows, Ruby 1, Ruby 2)	Draft	8/1/2008	6/28/2010	Not reached	Not reached	Not reached	Not reached	Not reached
1	Humboldt	101	Richardson's Grove	Final	7/28/2007	12/3/2008	5/18/2010	5/18/2010	Not reached	Not reached	Not reached
2	Plumas	70	Spanish Creek Bridge Replacement	Final	Pre-PP	Pre-PP	12/30/2008	12/30/2008	5/12/2009	8/3/2009	11/19/2009
2	Tehama	36	Mill Creek Bridge	Draft	9/16/2006	12/31/2009	Not reached	Not reached	Not reached	Not reached	Not reached
2	Trinity/Shasta	299	Buckhorn Grade Improvement	Final	5/1/2005	10/1/2008	7/31/2009	7/31/2009	Not reached	Not reached	Not reached
3	El Dorado	50	Echo Summit Rock Wall Replacement/Water Quality Improvement	Final	5/1/2007	4/13/2009	12/29/2009	1/4/2010	7/9/2010	3/30/2010	Not reached
3	Nevada	49	La Barr Meadows Widening	Final	Pre-PP	Pre-PP	10/1/2007	10/1/2007	4/24/2009	11/2/2008	5/5/2009
3	Placer	28	Kings Beach Commercial Core Improvement	Final	Pre-PP	Pre-PP	3/26/2010	4/1/2010	Not reached	Not reached	Not reached
3	Sacramento	50	US-50/Watt Interchange Improvements	Draft	10/1/2000	9/2/2008	–	5/1/2010	Not reached	Not reached	Not reached
3	Sacramento	80	Across Top Bus/HOV Lane	Final	Pre-PP	Pre-PP	1/31/2008	2/11/2008	Not reached	6/21/2010	Not reached
3	Sacramento	5/80	Measure A Interstate 5/Interstate 80 Interchange	Draft	1/29/2007	2/3/2010	Not reached	Not reached	Not reached	Not reached	Not reached
3	Sacramento	5	Bus/Carpool Lane	Draft	6/22/2006	6/30/2008	Not reached	Not reached	Not reached	Not reached	Not reached
3	Yolo	16	Safety Improvement	Final	8/1/2001	5/4/2009	12/2/2009	12/3/2009	Not reached	Not reached	Not reached
4	Alameda	580	Construct Westbound HOV Lane	Final	8/1/2007	3/20/2009	10/16/2009	1/26/2010	Phased	Phased	Phased
4	Alameda	84	Upgrade and Widen Expressway	Final	4/1/2005	10/9/2007	8/5/2008	9/4/2008	Not reached	Not reached	Not reached
4	Alameda	80	Modify Interchange and Construct Soundwalls	Final	4/4/2008	12/21/2009	4/14/2010	4/14/2010	Not reached	Not reached	Not reached
4	Alameda	580	Construct New Interchange	Final	Pre-PP	Pre-PP	8/15/2007	8/15/2007	Phased	Phased	Phased
4	Alameda	580	Construct New Interchange	Final	Pre-PP	Pre-PP	Phased	8/15/2007	7/24/2008	1/29/2008	10/24/2008
4	Alameda	580	Construct New Interchange	Final	Pre-PP	Pre-PP	Phased	8/15/2007	7/24/2008	4/14/2008	10/24/2008
4	Alameda	580	Construct New Interchange	Final	Pre-PP	Pre-PP	Phased	8/15/2007	6/19/2009	4/14/2008	8/22/2008
4	Alameda	84	Improve Sight Distances	Draft	07/01/06	6/30/2010	Not reached	Not reached	Not reached	Not reached	Not reached
4	Alameda	580	Construct Eastbound HOV Lanes	Final	Pre-PP	Pre-PP	11/2/2007	11/2/2007	Phased	Phased	Phased
4	Alameda	580	Construct Eastbound HOV Lanes	Final	Pre-PP	Pre-PP	Phased	11/2/2007	2/28/2008	1/30/2008	6/19/2008
4	Alameda	580	Construct Eastbound HOV Lanes	Final	Pre-PP	Pre-PP	Phased	11/2/2007	1/31/2008	11/20/2007	4/8/2008
4	Alameda	580	Eastbound Truck Climbing Lane	Final	8/1/2008	7/31/2009	2/2/2010	2/4/2010	Not reached	Not reached	Not reached
4	Contra Costa	680/4	Interchange Improvement	Final	Pre-PP	Pre-PP	11/26/2008	3/2/2009	Not reached	Not reached	Not reached
4	Contra Costa	80	San Pablo Dam Road Interchange	Final	10/26/2006	7/8/2009	2/25/2010	Not reached	Not reached	Not reached	Not reached

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
4	Contra Costa	160	Antioch Bridge	Final	2/1/2008	5/29/2009	9/2/2009	9/2/2009	11/16/2009	8/3/2009	11/19/2009
4	Napa/Solano	12	Jameson Canyon Road Widening	Final	4/1/2001	8/1/2007	1/31/2008	1/31/2008	Phased	Phased	Phased
4	Napa	12	Jameson Canyon Road Widening	Final	4/1/2001	Phased	Phased	1/31/2008	Not reached	1/14/2010	Not reached
4	Napa/Solano	12	Jameson Canyon Road Widening	Final	4/1/2001	Phased	Phased	1/31/2008	Not reached	1/14/2010	Not reached
4	Santa Clara	880	HOV Widening	Final	7/10/2007	1/23/2009	6/5/2009	6/26/2009	Not reached	Not reached	Not reached
4	Santa Clara	152	Hecker Pass Safety Improvements	Draft	3/1/2007	2/25/2010	Not reached	Not reached	Not reached	Not reached	Not reached
4	Santa Clara	9	Safety Improvements	Draft	1/16/2008	11/20/2009	Not reached	Not reached	Not reached	Not reached	Not reached
4	San Mateo	84	Dumbarton Bridge	Final	3/1/2007	6/2/2009	9/2/2009	9/2/2009	1/27/2010	8/3/2009	2/17/2010
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	Final	1/14/2008	1/29/2009	10/16/2009	10/27/2009	Not reached	Not reached	Not reached
4	Sonoma	116	Roadway Rehabilitation	Final	11/29/2006	10/30/2007	4/30/2009	5/8/2009	Not reached	Not reached	Not reached
4	Sonoma	101	Widen for HOV and Auxiliary Lanes	Final	Pre-PP	Pre-PP	10/24/2007	10/24/2007	Phased	Phased	Phased
4	Sonoma	101	Widen for HOV and Auxiliary Lanes	Final	Pre-PP	Pre-PP	Phased	10/24/2007	3/1/2008	10/11/2007	6/13/2008
5	Monterey	101	San Juan Road Interchange	Final	1/1/2006	12/29/2008	12/7/2009	1/29/2010	Not reached	Not reached	Not reached
5	Monterey	156	West Corridor	Draft	7/1/2005	6/23/2009	Not reached	Not reached	Not reached	Not reached	Not reached
5	Santa Barbara	246	Passing Lanes	Final	5/17/2006	8/13/2009	6/16/2010	6/19/2010	Not reached	Not reached	Not reached
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier	Final	12/22/2006	5/9/2008	6/22/2009	6/22/2009	10/19/2009	10/29/2009	12/3/2009
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	Final	4/24/2008	12/16/2008	7/20/2010	7/20/2010	Not reached	Not reached	Not reached
5	Santa Barbara	101	Union Valley Parkway Interchange	Final	4/17/1999	7/28/2008	3/5/2009	5/19/2009	Not reached	Not reached	Not reached
5	San Benito	156	Improvement	Final	8/30/2002	8/10/2007	10/10/2008	10/10/2008	Not reached	Not reached	Not reached
5	San Luis Obispo	101	US 101/SR 46 West	Final	12/26/2005	5/22/2008	12/9/2009	12/16/2009	11/15/2009	5/28/2010	6/8/2010
5	San Luis Obispo	101	Willow Road Interchange	Final	2/1/2003	2/25/2008	3/27/2009	3/27/2009	4/28/2010	5/10/2010	5/17/2010
5	San Luis Obispo	1	Piedras Blancas Realignment	Draft	7/18/2006	9/25/2008	Not reached	Not reached	Not reached	Not reached	Not reached
6	Kern	395	Inyo Kern 4-Lane	Draft	10/1/2002	1/29/2008	Not reached	Not reached	Not reached	Not reached	Not reached
6	Kern	14	Freeman Gulch	Final	Pre-PP	Pre-PP	10/3/2007	10/29/2007	Not reached	Not reached	Not reached
6	Kern	99	Hoskings Road Interchange	Final	6/26/2007	6/18/2009	3/30/2010	5/15/2010	Not reached	Not reached	Not reached
6	Kern	119	Cherry Avenue 4-Lane	Draft	1/4/2000	7/21/2008	Not reached	Not reached	Not reached	Not reached	Not reached
6	Madera	99	Ellis Street Overcrossing	Final	10/1/2001	3/6/2008	9/30/2008	10/21/2008	Not reached	Not reached	Not reached
6	Tulare	99	Tulare to Goshen 6-Lane	Final	11/5/2004	6/27/2008	10/30/2008	2/25/2009	Not reached	Not reached	Not reached
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and US 101 Southbound	Final	12/15/2004	4/11/2008	6/30/2008	6/30/2008	Not reached	Not reached	Not reached
7	Los Angeles	2	Freeway Terminus Improvement	Draft	10/1/2001	4/30/2009	Not reached	Not reached	Not reached	Not reached	Not reached
7	Los Angeles	60	Construct Lemon Avenue Interchange	Final	6/26/2005	1/8/2008	11/26/2008	Not reached	Not reached	Not reached	Not reached

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
7	Los Angeles	710	Gerald Desmond Bridge Replacement	Draft	6/27/2005	1/21/2010	Not reached	Not reached	Not reached	Not reached	Not reached
7	Los Angeles	405	Modify Avalon Boulevard Interchange	Final	6/2/2006	7/7/2008	3/18/2009	7/16/2009	3/9/2010	11/12/2009	5/20/2010
7	Los Angeles	405	Wilmington Avenue Interchange	Final	3/5/2007	3/26/2008	11/24/2008	5/6/2010	Not reached	Not reached	Not reached
7	Los Angeles	10	Modify Interchange at Interstate 605	Final	9/27/2007	10/30/2008	1/30/2009	3/27/2009	Not reached	Not reached	Not reached
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation	Final	9/1/2008	3/17/2009	10/19/2009	11/6/2009	Not reached	Not reached	Not reached
7	Los Angeles	10	HOT Lanes	Final	9/19/2008	2/12/2010	5/14/2010	6/30/2010	Not reached	Not reached	Not reached
7	Los Angeles	110	HOT Lanes, SR 91 to Adams Boulevard	Final	9/19/2008	2/12/2010	5/14/2010	6/30/2010	Not reached	Not reached	Not reached
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange	Final	4/1/2006	12/10/2009	6/30/2010	6/30/2010	Not reached	Not reached	Not reached
7	Los Angeles	39	Reconstruct Roadway from Crystal Lake to SR2	Final	6/28/2007	1/23/2009	5/27/2009	6/23/2009	12/22/2009	Not reached	Not reached
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	Final	5/10/2007	12/11/2008	9/1/2009	9/29/2009	Not reached	Not reached	Not reached
7	Ventura	118	Los Angeles Road Widening	Final	7/29/2003	4/15/2008	9/28/2009	Not reached	Not reached	Not reached	Not reached
7	Ventura	101	Modify Del Norte Interchange	Final	FHWA	FHWA	5/7/2008	10/30/2008	Not reached	Not reached	Not reached
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line	Final	7/16/2007	8/1/2008	12/12/2008	12/18/2008	Not reached	Not reached	Not reached
8	Riverside	10	Interchange Improvements at Date Palm Drive	Final	Pre-PP	Pre-PP	1/22/2009	3/25/2009	5/18/2010	5/19/2010	Not reached
8	Riverside	10	Reconstruct and Realign Jefferson Interchange	Draft	3/3/2003	9/26/2008	Not reached	Not reached	Not reached	Not reached	Not reached
8	Riverside	215	Reconstruct Van Buren Interchange	Final	5/26/2004	8/27/2008	2/27/2009	3/3/2009	Not reached	Not reached	Not reached
8	Riverside	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215	Final	1/3/2005	4/15/2009	1/29/2010	1/29/2010	Not reached	Not reached	Not reached
8	San Bernardino	15	New Interchange, Ranchero Road, Hesperia	Final	8/21/2007	10/14/2009	3/18/2010	3/18/2010	Not reached	Not reached	Not reached
8	San Bernardino	10	Reconstruct Interchange, Add Auxiliary Lanes at Tippecanoe Avenue and on Tippecanoe Avenue/Anderson Street between San Timoteo Creek and Laurelwood Drive	Draft	9/29/2006	10/15/2009	Not reached	Not reached	Not reached	Not reached	Not reached
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	Final	7/31/2002	12/9/2008	2/9/2009	3/2/2009	Not reached	Not reached	Not reached
8	San Bernardino	10	Reconstruct Interchange, Citrus Ave, Fontana	Final	FHWA	FHWA	11/21/2008	12/5/2008	Not reached	Not reached	Not reached
8	San Bernardino	2	Safety Improvements	Final	9/21/2004	12/31/2007	6/27/2008	6/30/2008	10/27/2009	10/30/2009	1/29/2010
8	San Bernardino	395	Widen Roadway	Final	3/30/2005	1/8/2008	5/1/2008	5/1/2008	Not reached	Not reached	Not reached
8	San Bernardino	58	Widen Shoulders and Median	Final	7/5/2006	12/20/2007	3/28/2008	3/28/2008	5/27/2010	4/13/2010	6/30/2010
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	Final	4/10/2006	11/14/2008	11/3/2009	12/3/2009	Not reached	Not reached	Not reached
8	San Bernardino	138	Widen Median Buffer SR 8 to Interstate 15	Draft	12/6/2007	3/11/2010	Not reached	Not reached	Not reached	Not reached	Not reached
8	San Bernardino	15	Reconstruct Interchanges and Widen Mojave Bridge	Final	10/1/2006	12/31/2007	6/27/2008	6/30/2008	Not reached	Not reached	Not reached

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
8	Riverside	79	Widen Thompson Road to Domenigoni Pkwy	Draft	3/21/2007	7/2/2009	Not reached	Not reached	Not reached	Not reached	Not reached
9	Inyo	190	Towne Pass Rockfall	Final	10/1/2008	10/29/2009	4/30/2010	4/30/2010	Not reached	Not reached	Not reached
10	Mariposa	140	Ferguson Slide Restoration	Draft	1/19/2007	11/16/2007	Not reached	Not reached	Not reached	Not reached	Not reached
10	San Joaquin	5	Widening with HOV Lanes, North Stockton	Final	4/1/2007	9/17/2009	3/22/2010	4/19/2010	8/12/2010	Not reached	Not reached
11	Imperial	98	Widen Highway	Final	6/6/2007	9/10/2008	10/30/2008	2/18/2009	Not reached	Not reached	Not reached
11	San Diego	805	Managed Lanes North	Draft	5/7/2007	2/1/2010	Not reached	Not reached	Not reached	Not reached	Not reached
11	San Diego	67	Bradley Ave Interchange	Final	1/29/2004	5/7/2008	7/24/2008	11/10/2008	Not reached	Not reached	Not reached
11	San Diego	805	HOV/Carroll Canyon Road Extension	Final	8/16/2007	1/22/2009	4/2/2009	4/2/2009	7/6/2009	6/4/2009	7/10/2009
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	Final	1/18/2006	10/17/2008	3/27/2009	3/27/2009	Not reached	Not reached	Not reached
12	Orange	5/74	Interchange Improvements	Final	10/1/2004	3/17/2008	4/1/2009	6/1/2009	Not reached	Not reached	Not reached
12/8	Orange/Riverside	91	Eastbound Lane Additions	Final	Pre-PP	Pre-PP	12/28/2007	12/31/2007	5/14/2009	12/1/2008	5/14/2009
Environmental Assessments on Local Assistance Projects											
4	San Francisco	–	Physical Suicide Deterrent, Golden Gate Bridge	Final	7/17/2007	7/8/2008	1/19/2010	1/19/2010	Not reached	Not reached	Not reached
6	Tulare	–	Mountain View Avenue/Avenue 416/EI Monte Way Widening	Final	8/10/2000	4/22/2008	4/28/2009	4/28/2009	Not reached	Not reached	Not reached
7	Los Angeles	–	Bridge Rehabilitation, North Spring Street over Los Angeles River	Draft	12/14/2004	12/23/2009	Not reached	Not reached	Not reached	Not reached	Not reached
7	Los Angeles	–	New Bridge and Approaches, Golden Valley Road over Santa Clara River	Final	5/18/2006	3/21/2008	8/19/2008	8/19/2008	9/10/2008	9/1/2008	11/25/2008
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center	Final	7/27/2004	12/8/2008	6/15/2009	6/15/2009	Not reached	Not reached	Not reached
8	San Bernardino	–	New Grade Separation and Road Realignment, Hesperia Ranchero Road Extension at Burlington Northern Railroad	Final	11/1/2005	3/27/2008	8/27/2008	8/27/2008	5/12/2009	Not reached	Not reached
8	San Bernardino	–	New Bridge, Westerly Extension of Yucca Loma Rd over the Mojave River	Draft	1/22/2007	2/8/2010	Not reached	Not reached	Not reached	Not reached	Not reached
8	San Bernardino	–	Roadway Widening and Extension, Peyton Drive from Grand Ave to Chino Hills Parkway and Eucalyptus Avenue from Peyton Drive to Galloping Hills Parkway	Final	FHWA	FHWA	6/9/2009	6/9/2009	Not reached	Not reached	Not reached
12	Orange	–	Antonio Parkway Road Widening Southwest of Covenant Hills Drive	Final	12/30/2009	6/10/2010	7/30/2010	7/30/2010	Not reached	Not reached	Not reached

Table B-1. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Compliance Dates				Design and Construction		
					Begin Environmental Studies ^a	Draft Environmental Document Approved	Final Environmental Document Approved	Project Approval	Right-of-Way Acquired	Final Design Approval	Ready to Advertise Construction Contract
Environmental Impact Statements on State Highway Projects											
5	San Benito	25	Widening and Route Adoption, Hollister to Gilroy	Draft	4/1/2008	4/13/2010	Not reached	Not reached	Not reached	Not reached	Not reached
7	Los Angeles	47	Alameda Corridor Truck Expressway	Final	FHWA	FHWA	5/12/2009	5/19/2009	Not reached	Not reached	Not reached
7	Los Angeles	405	Widening for HOV Lanes, Sepulveda Pass	Final	Pre-PP	Pre-PP	2/29/2008	2/29/2008	–	–	10/10/2008
11	San Diego	76	Highway Improvements	Final	11/14/2005	9/25/2007	11/26/2008	11/26/2008	7/15/2009	5/13/2009	7/29/2009
Environmental Impact Statements on Local Assistance Projects											
4	Solano	–	Jepson I-80 Reliever Route, SR 12 in Suisun City to I-80 at Leisure Town Road	Draft	8/4/2000	5/27/2008	Not reached	Not reached	Not reached	Not reached	Not reached
7	Los Angeles	–	Sixth Street Viaduct Seismic Retrofit	Draft	8/31/2007	6/1/2009	Not reached	Not reached	Not reached	Not reached	Not reached

Notes: – = No evidence of date. In "State Highway Number" column, this indicates a Local Assistance project.

* = This draft environmental document was considered a pre-Pilot Program approval since FHWA was involved in its preparation. The final environmental document was prepared and approved by Caltrans and, therefore, it is a Pilot Program approval.

FHWA = FHWA was involved in review of environmental document. Therefore, milestone does not apply to Pilot Program.

NA = Milestone does not apply to this type of environmental document.

Not reached = Project has not yet reached this milestone.

Pre-PP = Milestone reached before Pilot Program began. Therefore, milestone does not apply to Pilot Program.

Phased = A single environmental document was prepared for this project which is being constructed in multiple phases. Dates for right-of-way acquisition, final design approval, and ready to advertise construction contract awarded are identified for each phase.

^a For projects with an Environmental Impact Statement, the date the Notice of Intent was published in the Federal Register was used for the "Begin Environmental Studies" date.

Table B-2. Pre-Pilot and Pilot Program Projects: Project Delivery Milestone Timeframes

Type of Environmental Document—Type of Project	Number of Environmental Documents/Projects ^a		Median (months)			Average (months)		
	Pre-Pilot Program	Pilot Program	Pre-Pilot Program	Pilot Program	Time Savings	Pre-Pilot Program	Pilot Program	Time Savings
Environmental Assessments—State Highway and Local Assistance Projects								
Draft Environmental Document Approval	31	83	40.4	30.9	9.5	41.9	37.2	4.7
Final Environmental Document Approval	31	59	52.2	34.3	17.9	54.6	42.3	12.3
Right-of-Way Acquired ^b								
Final Design Approval	25	21	20.4	8.1	12.3	22.3	10.5	11.8
Ready to Advertise Construction Contract	23	19	17.9	10.3	7.6	19.5	10.8	8.6
Overall Project Delivery	23	10	72.8	42.2	30.6	75.4	45.3	30.1
Environmental Assessments—State Highway Projects Only								
Draft Environmental Document Approval	24	75	46.3	30.9	15.5	45.2	37.0	8.2
Final Environmental Document Approval	24	54	59.1	35.2	23.9	58.7	41.4	17.2
Right-of-Way Acquired	19	20	23.3	7.0	16.3	24.2	10.1	14.1
Final Design Approval	20	20	21.4	8.1	13.3	23.2	11.0	12.2
Ready to Advertise Construction Contract	18	18	16.2	10.5	5.7	19.9	11.3	8.6
Overall Project Delivery	18	9	83.7	48.3	35.4	80.4	46.9	33.5
Environmental Impact Studies—State Highway and Local Assistance Projects								
Draft Environmental Document Approval	8	4	71.0	23.7	47.3	94.7	41.0	53.8
Final Environmental Document Approval	6	1	134.9	36.9	97.9	131.3	36.9	94.3
Right-of-Way Acquired ^b								
Final Design Approval	4	1	16.6	5.6	11.0	20.1	5.6	14.5
Ready to Advertise Construction Contract	4	2	16.3	7.8	8.5	15.3	7.8	7.5
Overall Project Delivery	4	1	148.7	45.1	103.6	141.3	45.1	96.2
Environmental Impact Studies—State Highway Projects Only								
Draft Environmental Document Approval	7	2	71.4	23.7	47.7	105.3	23.7	81.6
Final Environmental Document Approval	5	1	193.9	36.9	157.0	151.4	36.9	114.5
Right-of-Way Acquired	3	1	21.0	7.7	13.3	24.5	7.7	16.8
Final Design Approval	3	1	14.7	5.6	9.1	20.7	5.6	15.1
Ready to Advertise Construction Contract	3	2	14.2	7.8	6.4	14.3	7.8	6.5
Overall Project Delivery	3	1	215.2	45.1	170.1	171.2	45.1	126.1

Note: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

^a Number of environmental documents specified for draft and final environmental document approvals. Number of projects specified for right-of-way approval, final design approval, and ready to advertise construction contract.

^b Data for Local Assistance projects was not available for this milestone.

Endangered Species Act Approval Time Savings

This section contains the following:

- Table B-3. Pre-Pilot Program and Pilot Program Projects: Endangered Species Act Approval Dates
- Table B-4. Median and Average Endangered Species Act Approval Time Savings

**Table B-3. Pre-Pilot Program and Pilot Program Projects:
Endangered Species Act Approval Dates^a**

District	County	State Highway Number	Project Name	Final NEPA Document Type	Approval by U.S. Fish and Wildlife Service		Approval by National Marine Fisheries Service	
					Caltrans Submits ESA Documentation	Approval	Caltrans Submits ESA Documentation	Approval
Pre-Pilot Program Projects								
1	Mendocino	101	Willits Bypass	EIS	9/7/2005	3/30/2006	10/17/2005	9/11/2006
1	Mendocino	101	Confusion Hill	EA	6/1/2005	11/15/2005	6/20/2005	11/4/2005
2	Shasta	–	Cypress Avenue Bridge Replacement, Redding	EA	NA	NA	2/1/2003	3/1/2004
3	Butte	70	Ophir Road Interchange	EA	3/25/2005	7/1/2005	NA	NA
3	Colusa	20	Moonbend	EA	3/23/2003	10/4/2004	NA	NA
3	Yolo/ Sacramento	275	Tower Bridge Sidewalks	EA	3/17/2005	3/31/2005	8/23/2004	9/14/2004
3	Placer	65	Lincoln Bypass	EIS	5/10/2004	2/2/2005	5/10/2004	5/19/2004
4	Santa Clara/San Benito	152	SR 152/SR 156 Interchange Improvement	EA	11/18/2005	12/12/2005	NA	NA
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	EA	4/28/2004	6/13/2005	NA	NA
4	Solano	12	Jameson Canyon Truck Climbing Lane	EA	2/13/2004	1/7/2007	NA	NA
4	San Mateo	92	Route 92 Curve Correction	EA	4/1/2001	7/12/2002	11/20/2003	11/1/2004
5	San Luis Obispo	46	SR 46 Improvements	EA	6/27/2003	12/12/2005	NA	NA
5	Monterey	101	Prunedale Improvement Project	EA	4/19/2005	10/17/2005	NA	NA
6	Kern	–	Coffee Road to Santa Fe Way Road Widening	EA	5/13/2004	1/23/2006	NA	NA
6	Fresno	41	SR 41 Excelsior Expressway	EA	2/7/2005	10/17/2005	NA	NA
6	Tulare	65	Terra Bella Expressway	EA	4/7/2004	9/13/2004	NA	NA
6	Kern	184	Weedpatch	EA	5/1/2004	4/1/2005	NA	NA
7	Los Angeles	–	Gap Closure Project	EA	3/10/2004	5/3/2005	NA	NA
8	San Bernardino	18	Big Bear Bridge Replacement	EIS	3/1/2006	8/17/2006	NA	NA
8	Riverside	10	Palm Drive/Gene Autry Trail Interchange	EA	2/23/2004	9/23/2004	NA	NA
8	San Bernardino	15	Commercial Vehicle Enforcement Facility	EA	3/28/2005	3/31/2006	NA	NA
8	Riverside	–	River Road Bridge Replacement	EA	12/3/2004	3/11/2005	NA	NA
10	Merced	152	Los Banos Bypass	EIS	8/18/2005	6/18/2007	NA	NA
10	Merced	140	Bradley Overhead	EA	12/31/2002	11/12/2005	NA	NA
12	Orange	74	SR 74 Safety Improvement Project	EA	5/24/2005	9/30/2005	NA	NA

Table B-3. Continued

District	County	State Highway Number	Project Name	Final NEPA Document Type	Approval by U.S. Fish and Wildlife Service		Approval by National Marine Fisheries Service	
					Caltrans Submits ESA Documentation	Approval	Caltrans Submits ESA Documentation	Approval
Pilot Program Projects (Years 1 to 3)								
1	Humboldt	101	Richardson's Grove	EA	7/29/2008	1/16/2009	NA	NA
3	Sacramento	80	Across Top Bus/HOV Lane	EA	1/15/2007	1/16/2008	NA	NA
4	Alameda	84	Upgrade and Widen Expressway	EA	9/11/2007	2/4/2008	NA	NA
4	Sonoma	101	Widen for HOV and Auxiliary Lanes	EA	10/2/2004	10/18/2006	8/13/2007	10/19/2007
4	Napa/Solano	12	Jameson Canyon Road Widening	EA	8/6/2007	1/31/2008	NA	NA
4	Alameda	580	Eastbound Truck Climbing Lane	EA	9/21/2009	1/29/2010	NA	NA
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	EA	7/30/2008	9/18/2009	NA	NA
4	Contra Costa	160	Antioch Bridge	EA	1/22/2009	8/14/2009	1/22/2009	6/23/2009
4	San Mateo	84	Dumbarton Bridge	EA	1/7/2009	8/14/2009	1/7/2009	8/10/2009
4	Alameda	580	Construct Westbound HOV Lane	EA	7/22/2008	9/17/2009	NA	NA
5	Santa Barbara	246	Passing Lanes	EA	10/5/2009	3/12/2010	NA	NA
5	Monterey	101	San Juan Road Interchange	EA	6/15/2009	10/07/2009	NA	NA
5	San Benito	156	Improvement Project	EA	2/21/2008	9/19/2008	NA	NA
5	Santa Barbara	101	Union Valley Parkway Interchange	EA	7/24/2008	12/18/2008	NA	NA
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	EA	8/26/2009	1/8/2010	8/26/2009	4/8/2010
6	Tulare	99	Tulare to Goshen 6-Lane	EA	8/10/2007	2/21/2008	NA	NA
6	Kern	99	Hoskings Road Interchange	EA	5/29/2009	11/16/2009	NA	NA
8	San Bernardino	395	Widen Roadway	EA	10/22/2007	4/21/2008	NA	NA
8	Riverside	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215	EA	6/8/2009	7/31/2009	NA	NA
10	San Joaquin	5	Widening with HOV Lanes, North Stockton	EA	2/5/2009	3/3/2010	NA	NA
11	San Diego	805	HOV/Carroll Canyon Road Extension	EA	1/20/2009	3/31/2009	NA	NA
11	San Diego	76	Highway Improvements	EIS	5/22/2008	10/1/2008	NA	NA
12/8	Orange/Riverside	91	Eastbound Lane Additions	EA	7/12/2007	11/29/2007	NA	NA

Notes: – = This is a Local Assistance project on a local roadway.

NA = Endangered Species Act approval is not applicable.

^a The dates for Endangered Species Act approvals for projects that are likely to adversely affect listed species/habitat/critical habitat are identified in this table.

Table B-4. Median and Average Endangered Species Act Approval Time Savings^a

Resource Agency	Number of Projects		Endangered Species Act Approval Timeframes and Time Savings (months)					
			Median			Average		
	Pre-Pilot Program	Pilot Program	Pre-Pilot Program	Pilot Program	Time Savings	Pre-Pilot Program	Pilot Program	Time Savings
U.S. Fish and Wildlife Service Approvals	21	23	8.9	5.7	3.2	13.1	7.4	5.7
National Marine Fisheries Service Approvals	4	4	11.3	6.1	5.2	10.1	5.5	4.6
Combined Agency Approvals	25	27	11.0	5.7	5.3	12.6	7.1	5.5

Note: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

^a Time savings are based on comparison of pre-Pilot Program and Pilot Program projects.

Environmental Approval Timeframes During the First vs. Second 18 Months of the Pilot Program

This section contains the following:

- Table B-5. Environmental Compliance Dates and Timeframes for Environmental Documents Prepared During the First 18 Months vs. the Second 18 Months of the Pilot Program
- Table B-6. Median and Average Improvement in Time Savings for Environmental Documents Approved During the First 18 vs. the Second 18 Months of the Pilot Program

**Table B-5. Environmental Compliance Dates and Timeframes for Environmental Documents
Prepared During the First 18 Months vs. the Second 18 Months of the Pilot Program**

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Document Approval Dates		
					Begin Environmental Studies ^a	Draft Environmental Document	Final Environmental Document
Environmental Documents Approved From July 1, 2007 to December 31, 2008							
Environmental Assessments on State Highway Projects							
1	Humboldt	101	Richardson's Grove	Draft	7/28/2007	12/3/2008	Second 18 months
2	Trinity/Shasta	299	Buckhorn Grade Improvement Project	Draft	5/1/2005	10/1/2008	Second 18 months
3	Sacramento	50	US-50/Watt Interchange Improvements	Draft	10/1/2000	9/2/2008	Not reached
3	Sacramento	5	Bus/Carpool Lane	Draft	6/22/2006	6/30/2008	Not reached
4	Alameda	84	Upgrade and Widen Expressway	Final	4/1/2005	10/9/2007	8/5/2008
4	Napa/Solano	12	Jameson Canyon Road Widening	Final	4/1/2001	8/1/2007	1/31/2008
4	Sonoma	116	Roadway Rehabilitation	Draft	11/29/2006	10/30/2007	Second 18 months
5	Monterey	101	San Juan Road Interchange	Draft	1/1/2006	12/29/2008	Second 18 months
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier	Draft	12/22/2006	5/9/2008	Second 18 months
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	Draft	4/24/2008	12/16/2008	Second 18 months
5	Santa Barbara	101	Union Valley Parkway Interchange	Draft	4/17/1999	7/28/2008	Second 18 months
5	San Benito	156	Improvement Project	Final	8/30/2002	8/10/2007	10/10/2008
5	San Luis Obispo	101	US 101/SR 46 West	Draft	12/26/2005	5/22/2008	Second 18 months
5	San Luis Obispo	101	Willow Road Interchange	Draft	2/1/2003	2/25/2008	Second 18 months
5	San Luis Obispo	1	Piedras Blancas Realignment	Draft	7/18/2006	9/25/2008	Not reached
6	Kern	395	Inyo Kern 4-Lane	Draft	10/1/2002	1/29/2008	Not reached
6	Kern	119	Cherry Avenue 4-Lane	Draft	1/4/2000	7/21/2008	Not reached
6	Madera	99	Ellis Street Overcrossing	Final	10/1/2001	3/6/2008	9/30/2008
6	Tulare	99	Tulare to Goshen 6-Lane	Final	11/5/2004	6/27/2008	10/30/2008
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and US 101 Southbound	Final	12/15/2004	4/11/2008	6/30/2008
7	Los Angeles	60	Construct Lemon Avenue Interchange	Final	6/26/2005	1/8/2008	11/26/2008
7	Los Angeles	405	Modify Avalon Boulevard Interchange	Draft	6/2/2006	7/7/2008	Second 18 months
7	Los Angeles	405	Wilmington Avenue Interchange	Final	3/5/2007	3/26/2008	11/24/2008
7	Los Angeles	10	Modify Interchange at Interstate 605	Draft	9/27/2007	10/30/2008	Second 18 months
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	Draft	5/10/2007	12/11/2008	Second 18 months
7	Ventura	118	Los Angeles Road Widening	Draft	7/29/2003	4/15/2008	Second 18 months
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line	Final	7/16/2007	8/1/2008	12/12/2008
8	Riverside	10	Reconstruct and Realign Jefferson Interchange	Draft	3/3/2003	9/26/2008	Not reached
8	Riverside	215	Reconstruct Van Buren Interchange	Draft	5/26/2004	8/27/2008	Second 18 months
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	Draft	7/31/2002	12/9/2008	Second 18 months
8	San Bernardino	2	Safety Improvements	Final	9/21/2004	12/31/2007	6/27/2008
8	San Bernardino	395	Widen Roadway	Final	3/30/2005	1/8/2008	5/1/2008

Table B-5. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Document Approval Dates		
					Begin Environmental Studies ^a	Draft Environmental Document	Final Environmental Document
8	San Bernardino	58	Widen Shoulders and Median	Final	7/5/2006	12/20/2007	3/28/2008
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	Draft	4/10/2006	11/14/2008	Second 18 months
8	San Bernardino	15	Reconstruct Interchanges and Widen Mojave Bridge	Final	10/1/2006	12/31/2007	6/27/2008
10	Mariposa	140	Ferguson Slide Restoration	Draft	1/19/2007	11/16/2007	Not reached
11	Imperial	98	Widen Highway	Final	6/6/2007	9/10/2008	10/30/2008
11	San Diego	67	Bradley Ave Interchange	Final	1/29/2004	5/7/2008	7/24/2008
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	Draft	1/18/2006	10/17/2008	Second 18 months
12	Orange	5/74	Interchange Improvements	Draft	10/1/2004	3/17/2008	Second 18 months
Environmental Assessments on Local Assistance Projects							
4	San Francisco	–	Physical Suicide Deterrent, Golden Gate Bridge	Draft	7/17/2007	7/8/2008	Second 18 months
6	Tulare	–	Mountain View Avenue/Avenue 416/El Monte Way Widening	Draft	8/10/2000	4/22/2008	Second 18 months
7	Los Angeles	–	New Bridge and Approaches, Golden Valley Road over Santa Clara River	Final	5/18/2006	3/21/2008	8/19/2008
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center	Draft	7/27/2004	12/8/2008	Second 18 months
8	San Bernardino	–	New Grade Separation and Road Realignment, Hesperia Ranchero Road Extension at Burlington Northern Railroad	Final	11/1/2005	3/27/2008	8/27/2008
Environmental Impact Statements on State Highway Projects							
11	San Diego	76	Highway Improvements	Final	11/14/2005	9/25/2007	11/26/2008
Environmental Impact Statements on Local Assistance Projects							
4	Solano	–	Jepson I-80 Reliever Route, SR 12 in Suisun City to I-80 at Leisure Town Road	Draft	8/4/2000	5/27/2008	Not reached
Environmental Documents Approved From January 1, 2009 to June 30, 2010							
Environmental Assessments on State Highway Projects							
1	Del Norte	199	DN STAA (includes Patrick Creek Shoulder Widening, Washington Curve, Narrows, Ruby 1, Ruby 2)	Draft	8/1/2008	6/28/2010	Not reached
1	Humboldt	101	Richardson's Grove	Final	7/28/2007	First 18 months	5/18/2010
2	Tehama	36	Mill Creek Bridge	Draft	9/16/2006	12/31/2009	Not reached
2	Trinity/Shasta	299	Buckhorn Grade Improvement Project	Final	5/1/2005	First 18 months	7/31/2009
3	Sacramento	5/80	Measure A Interstate 5/Interstate 80 Interchange	Draft	1/29/2007	2/3/2010	Not reached
3	El Dorado	50	Echo Summit Rock Wall Replacement/Water Quality Improvement	Final	5/1/2007	4/13/2009	12/29/2009
3	Yolo	16	Safety Improvement Project	Final	8/1/2001	5/4/2009	12/2/2009
4	Alameda	580	Construct Westbound HOV Lane	Final	8/1/2007	3/20/2009	10/16/2009
4	Alameda	84	Improve Sight Distances	Draft	7/1/2006	6/30/2010	Not reached
4	Alameda	80	Modify Interchange and Construct Soundwalls	Final	4/4/2008	12/21/2009	4/14/2010
4	Alameda	580	Eastbound Truck Climbing Lane	Final	8/1/2008	7/31/2009	2/2/2010
4	Contra Costa	80	San Pablo Dam Road Interchange	Final	10/26/2006	7/8/2009	2/25/2010
4	Contra Costa	160	Antioch Bridge	Final	2/1/2008	5/29/2009	9/2/2009

Table B-5. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Document Approval Dates		
					Begin Environmental Studies ^a	Draft Environmental Document	Final Environmental Document
4	Santa Clara	880	HOV Widening	Final	7/10/2007	1/23/2009	6/5/2009
4	San Mateo	84	Dumbarton Bridge	Final	3/1/2007	6/2/2009	9/2/2009
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	Final	1/14/2008	1/29/2009	10/16/2009
4	Santa Clara	152	Hecker Pass Safety Improvements	Draft	3/1/2007	2/25/2010	Not reached
4	Santa Clara	9	Safety Improvements	Draft	1/16/2008	11/20/2009	Not reached
4	Sonoma	116	Roadway Rehabilitation	Final	11/29/2006	First 18 months	4/30/2010
5	Monterey	101	San Juan Road Interchange	Final	1/1/2006	First 18 months	12/7/2009
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier	Final	12/22/2006	First 18 months	6/22/2009
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	Final	4/24/2008	First 18 months	7/20/2010
5	Santa Barbara	101	Union Valley Parkway Interchange	Final	4/17/1999	First 18 months	3/5/2009
5	San Luis Obispo	101	US 101/SR 46 West	Final	12/26/2005	First 18 months	12/9/2009
5	San Luis Obispo	101	Willow Road Interchange	Final	2/1/2003	First 18 months	3/27/2009
5	Santa Barbara	246	Passing Lanes	Final	5/17/2006	8/13/2009	6/16/2010
5	Monterey	156	West Corridor	Draft	7/1/2005	6/23/2009	Not reached
6	Kern	99	Hoskings Road Interchange	Final	6/26/2007	6/18/2009	3/30/2010
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation	Final	9/1/2008	3/17/2009	10/19/2009
7	Los Angeles	10	HOT Lanes	Final	9/19/2008	2/12/2010	5/14/2010
7	Los Angeles	110	HOT Lanes, SR 91 to Adams Boulevard	Final	9/19/2008	2/12/2010	5/14/2010
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange	Final	4/1/2006	12/10/2009	6/30/2010
7	Los Angeles	2	Freeway Terminus Improvement Project	Draft	10/1/2001	4/30/2009	Not reached
7	Los Angeles	710	Gerald Desmond Bridge Replacement	Draft	6/7/2005	1/21/2010	Not reached
7	Los Angeles	39	Reconstruct Roadway from Crystal Lake to SR2	Final	6/28/2007	1/23/2009	5/27/2009
7	Ventura	118	Los Angeles Road Widening (Supplemental EA)	Draft	4/15/2008	3/17/2009	Not reached
7	Los Angeles	405	Modify Avalon Boulevard Interchange	Final	6/2/2006	First 18 months	3/18/2009
7	Los Angeles	10	Modify Interchange at Interstate 605	Final	9/27/2007	First 18 months	1/30/2009
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	Final	5/10/2007	First 18 months	9/1/2009
7	Ventura	118	Los Angeles Road Widening	Final	7/29/2003	First 18 months	9/28/2009
8	Riverside	215	Reconstruct Van Buren Interchange	Final	5/26/2004	First 18 months	2/27/2009
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	Final	7/31/2002	First 18 months	2/9/2009
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	Final	4/10/2006	First 18 months	11/3/2009
8	San Bernardino	138	Widen Median Buffer SR 8 to Interstate 15	Draft	12/6/2007	3/11/2010	Not reached
8	Riverside	79	Widen Thompson Road to Domenigoni Pkwy	Draft	3/21/2007	7/2/2009	Not reached
8	Riverside	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215	Final	1/3/2005	4/15/2009	1/29/2010
8	San Bernardino	10	Reconstruct Interchange, Add Auxiliary Lanes at Tippecanoe Avenue and on Tippecanoe Avenue/Anderson Street between San Timoteo Creek and Laurelwood Drive	Draft	9/29/2006	10/15/2009	Not reached

Table B-5. Continued

District	County	State Highway Number	Project Name	Draft or Final Document	Environmental Document Approval Dates		
					Begin Environmental Studies ^a	Draft Environmental Document	Final Environmental Document
8	San Bernardino	15	New Interchange, Ranchero Road, Hesperia	Final	8/21/2007	10/14/2009	3/18/2010
9	Inyo	190	Towne Pass Rockfall	Final	10/1/2008	10/29/2009	4/30/2010
10	San Joaquin	5	Widening with HOV Lanes, North Stockton	Final	4/1/2007	9/17/2009	3/22/2010
11	San Diego	805	HOV/Carroll Canyon Road Extension	Final	8/16/2007	1/22/2009	4/2/2009
11	San Diego	805	Managed Lanes North	Draft	5/7/2007	2/1/2010	Not reached
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	Final	1/18/2006	First 18 months	3/27/2009
12	Orange	5/74	Interchange Improvements	Final	10/1/2004	First 18 months	4/1/2009
Environmental Assessments on Local Assistance Projects							
4	San Francisco	–	Physical Suicide Deterrent, Golden Gate Bridge	Final	7/17/2007	First 18 months	1/19/2010
6	Tulare	–	Mountain View Avenue/Avenue 416/El Monte Way Widening	Final	8/10/2000	First 18 months	4/28/2009
7	Los Angeles	–	Bridge Rehabilitation, North Spring Street over Los Angeles River	Draft	12/14/2004	12/23/2009	Not reached
8	San Bernardino	–	New Bridge, Westerly Extension of Yucca Loma Rd over the Mojave River	Draft	1/22/2007	2/8/2010	Not reached
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center	Final	7/27/2004	First 18 months	6/15/2009
12	Orange	–	Antonio Parkway Road Widening Southwest of Covenant Hills Drive	Final	12/30/2009	6/10/2010	7/30/2010
Environmental Impact Statements on State Highway Projects							
5	San Benito	25	Widening and Route Adoption, Hollister to Gilroy	Draft	4/1/2008	4/13/2010	Not reached
Environmental Impact Statements on Local Assistance Projects							
7	Los Angeles	–	Sixth Street Viaduct Seismic Retrofit	Draft	8/31/2007	6/1/2009	Not reached

Notes: – = In "State Highway Number" column, this indicates a Local Assistance project.

Not reached = Project has not yet reached this milestone.

First 18 months = Milestone reached during the first 18 months of the Pilot Program.

Second 18 months = Milestone reached during the second 18 months of the Pilot Program.

^a For projects with an Environmental Impact Statement, the date the Notice of Intent was published in the Federal Register was used for the "Begin Environmental Studies" date.

**Table B-6. Median and Average Improvement in Time Savings for Environmental Documents
Approved During the First 18 vs. the Second 18 Months of the Pilot Program^a**

Resource Agency	Number of Approved Documents		Environmental Document Approval Timeframes and Improvement in Time Savings Over Time (months)					
			Median			Average		
	First 18 Months of Pilot Program	Second 18 Months of Pilot Program	First 18 Months	Second 18 Months	Improvement in Time Savings	First 18 Months	Second 18 Months	Improvement in Time Savings
Environmental Assessments—State Highway and Local Assistance Projects								
Draft Environmental Document Approval	47	39	33.4	27.5	5.9	41.4	31.9	9.5
Final Environmental Document Approval	19	44	40.7	33.8	6.9	43.1	41.5	1.6
Environmental Impact Statements—State Highway and Local Assistance Projects								
Draft Environmental Document Approval	2	2	58.9	23.0	35.9	58.9	23.0	35.9
Final Environmental Document Approval	1	0	36.9	NA	NA	36.9	NA	NA

Notes: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

NA = Not applicable.

^a See Table B-5 for milestone dates for each project.

Project Approval Timeframes By Agency Responsible for Preparing the Environmental Document

This section contains the following:

- Table B-7. Pilot Program Environmental Compliance Dates and Timeframes by Agency Responsible for Preparing the Environmental Document (Caltrans vs. Local Agency)
- Table B-8. Median and Average Project Approval Timeframes by Agency Responsible for Preparing the Environmental Document (Caltrans vs. Local Agencies)

**Table B-7. Pilot Program Environmental Compliance Dates and Timeframes by Agency Responsible for Preparing the Environmental Document
(Caltrans vs. Local Agency)^a**

District	County	State Highway Number	Project Name	Dates		Timeframe ^b (months)
				Begin Environmental Studies	Project Approval	
Caltrans Final Environmental Assessments ^c						
1	Humboldt	101	Richardson's Grove	7/28/2007	5/18/2010	34.2
2	Trinity/Shasta	299	Buckhorn Grade Improvement Project	5/1/2005	7/31/2009	51.7
3	Yolo	16	Safety Improvement Project	8/1/2001	12/3/2009	101.5
3	El Dorado	50	Echo Summit Rock Wall Replacement/Water Quality Improvement	5/1/2007	1/4/2010	32.6
4	Sonoma	116	Roadway Rehabilitation	11/29/2006	5/8/2009	29.7
4	Contra Costa	160	Antioch Bridge	2/1/2008	9/2/2009	19.3
4	San Mateo	84	Dumbarton Bridge	3/1/2007	9/2/2009	30.5
4	Napa/Solano	12	Jameson Canyon Road Widening	4/1/2001	1/31/2008	83.2
4	Santa Clara	9	Safety Improvements	1/16/2008	6/1/2010	28.9
4	Alameda	580	Eastbound Truck Climbing Lane	8/1/2008	2/4/2010	18.4
5	San Benito	156	Improvement Project	8/30/2002	10/10/2008	74.4
5	Santa Barbara	246	Passing Lanes	5/17/2006	6/19/2010	49.8
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier	12/22/2006	6/22/2009	30.4
5	Monterey	101	San Juan Road Interchange	1/1/2006	1/29/2010	49.6
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	4/24/2008	7/20/2010	27.2
5	Santa Barbara	101	Union Valley Parkway Interchange	4/17/1999	5/19/2009	122.8
6	Tulare	99	Tulare to Goshen 6-Lane	11/5/2004	2/25/2009	52.4
6	Kern	14	Freeman Gulch	7/20/2002	10/29/2007	64.2
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and US 101 Southbound	12/15/2004	6/30/2008	43.1
7	Los Angeles	10	Modify Interchange at Interstate 605	9/27/2007	3/27/2009	18.2
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation	9/1/2008	11/6/2009	14.4
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line	7/16/2007	12/18/2008	17.4
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange	4/1/2006	6/30/2010	51.7
7	Los Angeles	39	Reconstruct Roadway from Crystal Lake to SR2	6/28/2007	6/23/2009	24.2
7	Los Angeles	10	HOT Lanes	9/19/2008	6/30/2010	21.6
7	Los Angeles	110	HOT Lanes, SR 91 to Adams Boulevard	9/19/2008	6/30/2010	21.6
8	San Bernardino	15	Reconstruct Interchanges and Widen Mojave Bridge	10/1/2006	6/30/2008	21.3
8	San Bernardino	2	Safety Improvements	9/21/2004	6/30/2008	45.9
8	San Bernardino	395	Widen Roadway	3/30/2005	5/1/2008	37.6
8	San Bernardino	58	Widen Shoulders and Median	7/5/2006	3/28/2008	21.1
9	Inyo	190	Towne Pass Rockfall	10/1/2008	4/30/2010	19.2
11	Imperial	98	Widen Highway	6/6/2007	2/18/2009	20.8
11	San Diego	805	HOV/Carroll Canyon Road Extension	8/16/2007	4/2/2009	19.8

Table B-7. Continued

District	County	State Highway Number	Project Name	Dates		Timeframe ^b (months)
				Begin Environmental Studies	Project Approval	
Local Agency Final Environmental Assessments ^c						
3	Sacramento	50	US-50/Watt Interchange Improvements	10/1/2000	5/1/2010	116.6
4	Alameda	580	Construct Westbound HOV Lane	8/1/2007	1/26/2010	30.3
4	Alameda	84	Upgrade and Widen Expressway	4/1/2005	9/4/2008	41.7
4	Santa Clara	880	HOV Widening	7/10/2007	6/26/2009	23.9
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	1/14/2008	10/27/2009	21.7
4	Alameda	80	Modify Interchange and Construct Soundwalls	4/4/2008	4/14/2010	24.7
4	San Francisco	–	Physical Suicide Deterrent, Golden Gate Bridge	7/17/2007	1/19/2010	30.6
5	San Luis Obispo	101	US 101/SR 46 West	12/26/2005	12/16/2009	48.4
5	San Luis Obispo	101	Willow Road Interchange	2/1/2003	3/27/2009	74.9
6	Madera	99	Ellis Street Overcrossing	10/1/2001	10/21/2008	85.9
6	Kern	99	Hoskings Road Interchange	6/26/2007	5/15/2010	35.1
6	Tulare	–	Mountain View Avenue/Avenue 416/El Monte Way Widening	8/10/2000	4/28/2009	106.1
7	Los Angeles	405	Modify Avalon Boulevard Interchange	6/2/2006	7/16/2009	38.0
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	5/10/2007	9/29/2009	29.1
7	Los Angeles	405	Wilmington Avenue Interchange	3/5/2007	5/6/2010	38.6
7	Los Angeles	–	New Bridge and Approaches, Golden Valley Road over Santa Clara River	5/18/2006	8/19/2008	27.5
8	San Bernardino	15	New Interchange, Ranchero Road, Hesperia	8/21/2007	3/18/2010	31.3
8	Riverside	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215	1/3/2005	1/29/2010	61.7
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	7/31/2002	3/2/2009	80.2
8	Riverside	215	Reconstruct Van Buren Interchange	5/26/2004	3/3/2009	58.1
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	4/10/2006	12/3/2009	44.4
8	San Bernardino	–	New Grade Separation and Road Realignment, Hesperia Ranchero Road Extension at Burlington Northern Railroad	11/1/2005	8/27/2008	34.3
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center	7/27/2004	6/15/2009	59.5
10	San Joaquin	5	Widening with HOV Lanes, North Stockton	4/1/2007	4/19/2010	37.1
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	1/18/2006	3/27/2009	38.8
11	San Diego	67	Bradley Ave Interchange	1/29/2004	11/10/2008	58.2
12	Orange	5/74	Interchange Improvements	10/1/2004	6/1/2009	56.8
12	Orange	–	Antonio Parkway Road Widening Southwest of Covenant Hills Drive	12/30/2009	7/30/2010	7.1

Note: – = In "State Highway Number" column, this indicates a Local Assistance project.

^a This table compares timeframes for project approvals when Caltrans was directly responsible for preparation of the environmental document versus a local agency. When Caltrans was responsible, the environmental document would either have been prepared by Caltrans staff or consultant working under Caltrans. For local agency documents, a consultant would have prepared the environmental document for the local agency. The local agency would then submit it to Caltrans for review and approval. Local agency projects include local agency-sponsored projects on the State highway system and Local Assistance projects on local roadways.

^b Includes time required for approval of the draft and final NEPA documents and the project (i.e. approval of the preliminary engineering designs for the project).

^c Environmental Impact Statements were not included due to their small sample size and since Environmental Impact Statement project approval procedures differ from Environmental Assessments.

Table B-8. Median and Average Project Approval Timeframes by Agency Responsible for Preparing the Environmental Document (Caltrans vs. Local Agencies)^{a, b, c}

Agency Responsible for Preparing the Environmental Document	Number of Pilot Program Environmental Documents	Timeframe for Project Approval (months)	
		Median	Average
Caltrans Final Environmental Assessments	33	30.4	39.4
Local/Regional Agency Final Environmental Assessments	28	38.7	47.9
Difference in Timeframe between Caltrans vs. Local Agency Final Environmental Assessments		-8.3	-8.5

Note: Shading indicates those time savings that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

^a See Table B-7 for dates and timeframes for each Pilot Program environmental document included in this assessment.

^b This table compares timeframes for project approvals when Caltrans was directly responsible for preparation of the environmental document versus a local agency. When Caltrans was responsible, the environmental document would either have been prepared by Caltrans staff or consultant working under Caltrans. For local agency documents, a consultant would have prepared the environmental document for the local agency. The local agency would then submit it to Caltrans for review and approval. Local agency projects include local agency-sponsored projects on the State highway system and Local Assistance projects on local roadways.

^c EISs were not included in this analysis due to the small sample size and since, by definition, EIS project approval timeframes are longer than EAs.

Relationship between Pilot Program Project Environmental Approval Timeframes and Project Right-of-Way Costs

This section contains the following:

- Figure B-9. Relationship between Pilot Program Project Approval Timeframes and Project Right-of-Way Acquisition Costs
- Table B-9. Environmental Compliance Dates and Timeframes for Pilot Program Projects with Right-of-Way Acquisition

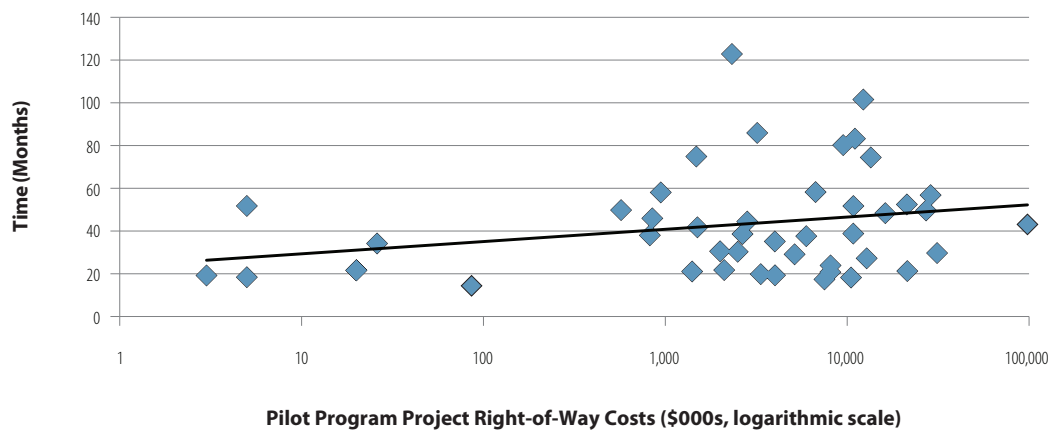


Figure B-9
Relationship between Pilot Program Project Approval Timeframes
and Project Right-of-Way Acquisition Costs

Table B-9. Environmental Compliance Dates and Timeframes for Pilot Program Projects with Right-of-Way Acquisition

District	County	State Highway Number	Project Name	Final NEPA Document Type	Right-of-Way Costs in Ascending Order (\$)	Begin Environmental Studies	Project Approval	Timeframe (months)
9	Inyo	190	Towne Pass Rockfall	EA	3,000	10/1/2008	4/30/2010	19.2
2	Trinity/Shasta	299	Buckhorn Grade Improvement Project	EA	5,000	5/1/2005	7/31/2009	51.7
4	Alameda	580	Eastbound Truck Climbing Lane	EA	5,000	8/1/2008	2/4/2010	18.4
7	Los Angeles	10	HOT Lanes	EA	20,000	9/19/2008	6/30/2010	21.6
7	Los Angeles	110	HOT Lanes, SR 91 to Adams Boulevard	EA	20,000	9/19/2008	6/30/2010	21.6
1	Humboldt	101	Richardson's Grove	EA	26,000	7/28/2007	5/18/2010	34.2
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation	EA	86,000	9/1/2008	11/6/2009	14.4
5	Santa Barbara	246	Passing Lanes	EA	571,000	5/17/2006	6/19/2010	49.8
7	Los Angeles	405	Modify Avalon Boulevard Interchange	EA	822,000	6/2/2006	7/16/2009	38.0
8	San Bernardino	2	Safety Improvements	EA	848,000	9/21/2004	6/30/2008	45.9
8	Riverside	215	Reconstruct Van Buren Interchange	EA	944,000	5/26/2004	3/3/2009	58.1
8	San Bernardino	58	Widen Shoulders and Median	EA	1,404,000	7/5/2006	3/28/2008	21.1
5	San Luis Obispo	101	Willow Road Interchange	EA	1,480,580	2/1/2003	3/27/2009	74.9
4	Alameda	84	Upgrade and Widen Expressway	EA	1,501,000	4/1/2005	9/4/2008	41.7
4	San Mateo	84	Dumbarton Bridge	EA	2,000,000	3/1/2007	9/2/2009	30.5
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	EA	2,107,000	1/14/2008	10/27/2009	21.7
5	Santa Barbara	101	Union Valley Parkway Interchange	EA	2,324,000	4/17/1999	5/19/2009	122.8
4	Alameda	580	Construct Westbound HOV Lane	EA	2,500,000	8/1/2007	1/26/2010	30.3
7	Los Angeles	405	Wilmington Avenue Interchange	EA	2,657,000	3/5/2007	5/6/2010	38.6
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	EA	2,821,000	4/10/2006	12/3/2009	44.4
6	Madera	99	Ellis Street Overcrossing	EA	3,200,000	10/1/2001	10/21/2008	85.9
11	San Diego	805	HOV/Carroll Canyon Road Extension	EA	3,348,000	8/16/2007	4/2/2009	19.8
6	Kern	99	Hoskings Road Interchange	EA	4,000,000	6/26/2007	5/15/2010	35.1
4	Contra Costa	160	Antioch Bridge	EA	4,009,000	2/1/2008	9/2/2009	19.3
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	EA	5,138,000	5/10/2007	9/29/2009	29.1
8	San Bernardino	395	Widen Roadway	EA	5,954,000	3/30/2005	5/1/2008	37.6
11	San Diego	67	Bradley Ave Interchange	EA	6,700,000	1/29/2004	11/10/2008	58.2
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line	EA	7,498,000	7/16/2007	12/18/2008	17.4
11	Imperial	98	Widen Highway	EA	8,073,000	6/6/2007	2/18/2009	20.8
4	Santa Clara	880	HOV Widening	EA	8,100,000	7/10/2007	6/26/2009	23.9
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	EA	9,503,000	7/31/2002	3/2/2009	80.2
7	Los Angeles	10	Modify Interchange at Interstate 605	EA	10,500,000	9/27/2007	3/27/2009	18.2
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	EA	10,800,000	1/18/2006	3/27/2009	38.8
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange	EA	10,811,000	4/1/2006	6/30/2010	51.7
4	Napa/Solano	12	Jameson Canyon Road Widening	EA	11,031,000	4/1/2001	1/31/2008	83.2

Table B-9. Continued

District	County	State Highway Number	Project Name	Final NEPA Document Type	Right-of-Way Costs in Ascending Order (\$)	Begin Environmental Studies	Project Approval	Timeframe (months)
3	Yolo	16	Safety Improvement Project	EA	12,265,000	8/1/2001	12/3/2009	101.5
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	EA	12,798,000	4/24/2008	7/20/2010	27.2
5	San Benito	156	Improvement Project	EA	13,480,000	8/30/2002	10/10/2008	74.4
5	San Luis Obispo	101	US 101/SR 46 West	EA	16,200,000	12/26/2005	12/16/2009	48.4
6	Tulare	99	Tulare to Goshen 6-Lane	EA	21,289,000	11/5/2004	2/25/2009	52.4
8	San Bernardino	15	Reconstruct Interchanges and Widen Mojave Bridge	EA	21,400,000	10/1/2006	6/30/2008	21.3
5	Monterey	101	San Juan Road Interchange	EA	27,147,000	1/1/2006	1/29/2010	49.6
12	Orange	5/74	Interchange Improvements	EA	28,753,000	10/1/2004	6/1/2009	56.8
4	Sonoma	116	Roadway Rehabilitation	EA	31,203,000	11/29/2006	5/8/2009	29.7
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and US 101 Southbound	EA	97,988,000	12/15/2004	6/30/2008	43.1

Other Tables Required by AB 2650

This section contains the following:

- Table B-10. State and Federal Agencies that Commented on Pre-Pilot Program and Pilot Program (Years 1 to 3) Draft Environmental Documents
- Table B-11. Reasons for Pre-Pilot Program and Pilot Program Delays in the Project Delivery Process

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● = State/federal commenting agency on draft environmental document ♦ = SHPO reviewed Section 106 documentation for finding of adverse effect or no adverse effect without standard conditions ■ = USFWS and/or NMFS reviewed Section 7 documentation

Table B-10. Continued

Project Identification				State Commenting Agencies ^a																				Federal Commenting Agencies ^a																									
District	County	State Highway Number	Project Name	ARB	Caltrans	CHP	CCC	CWMB	CNPS	CPUC	CRA	CRB	CTC	DBW	DFFP	DFG	DGS	DHS	DOC	DPR	DTSC	DWR	OHP	OPR	RWQCB	SLC	ACOE	BLM	DOI	EPA	FDA	FEMA	FHWA	MCAS	NAHC	NMFS	NOAA	NPS	NRCS	USBR	USCG	USFS	USFWS	USGS					
6	Kern	-	Coffee Road to Santa Fe Way Road Widening			●													●						●																			■					
7	Los Angeles	-	Gap Closure Project													●			●						●																								
7	Los Angeles	-	Beverly Boulevard over Rio Hondo Channel Bridge Replacement																				◆																										
8	Riverside	-	River Road Bridge Replacement																						●																					■			
8	Riverside	-	Jurupa Avenue Underpass Grade Separation at Union Pacific Railroad							●															●										●														
Environmental Impact Statements on State Highway Projects																																																	
1	Humboldt	101	Eureka-Arcata																																														
1	Mendocino	101	Willits Bypass													●	●					●				●		●								●			●							●	■		
3	Placer	65	Lincoln Bypass		●												●																														●	■	
4	San Francisco	101	Doyle Drive																																														
7	Los Angeles	405	Sepulveda Pass 405																																														
8	San Bernardino	18	Big Bear Bridge Replacement																			●	●		●							●												●					
10	Merced	152	Los Banos Bypass													●			●						●							●															●	■	
Environmental Impact Statements on Local Assistance Projects																																																	
7	Los Angeles	-	First Street over Los Angeles River Viaduct and Street Widening																					◆							●		●																
Pilot Program Projects (Year 1–3)																																																	
Environmental Assessments on State Highway Projects																																																	
1	Humboldt	101	Richardson's Grove													●				●				◆		●												●										■	
2	Plumas	70	Spanish Creek Bridge Replacement																					◆		●				●																			
2	Trinity/Shasta	299	Buckhorn Grade Improvement														●							◆				●										●									●		
3	El Dorado	50	Echo Summit Rock Wall Replacement/WQ Improvement																					◆																									
3	Nevada	49	La Barr Meadows Widening												●	●									●											●													
3	Placer	28	Kings Beach Commercial Core Improvements																							●																							
3	Sacramento	80	Across Top Bus/High-Occupancy Vehicle														●																																
3	Yolo	16	Safety Improvement Project												●																																■		
4	Alameda	580	Construct Westbound HOV Lane																							●																					■		
4	Alameda	84	Upgrade and widen expressway							●																																					■		
4	Alameda	880	Modify 29th Ave Interchange and construct soundwalls																		●		◆		●								●																
4	Alameda	580	Construct New Interchange			●																●																											
4	Alameda	580	Eastbound Truck Climbing Lane																				●			●																						■	
4	Contra Costa	680/4	Interchange Improvement Project																						●																						■		
4	Contra Costa	80	San Pablo Dam Rd Interchange																						●		●																					■	

● = State/federal commenting agency on draft environmental document ◆ = SHPO reviewed Section 106 documentation for finding of adverse effect or no adverse effect without standard conditions ■ = USFWS and/or NMFS reviewed Section 7 documentation

Table B-10. Continued

Project Identification				State Commenting Agencies ^a																				Federal Commenting Agencies ^a																								
District	County	State Highway Number	Project Name	ARB	Caltrans	CHP	CCC	CWMB	CNPS	CPUC	CRA	CRB	CTC	DBW	DFFP	DFG	DGS	DHS	DOC	DPR	DTSC	DWR	OHP	OPR	RWQCB	SLC	ACOE	BLM	DOI	EPA	FDA	FEMA	FHWA	MCAS	NAHC	NMFS	NOAA	NPS	NRCS	USBR	USCG	USFS	USFWS	USGS				
4	Contra Costa	160	Antioch Bridge													●																				●	■							■				
4	Napa/Solano	12	Jameson Canyon Road Widening		●														●					●																								
4	Santa Clara	880	HOV Widening																						●																							
4	San Mateo	84	Dumbarton Bridge																																	●	■								■			
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales										●														●									■									■			
4	Sonoma	101	Widen for High-Occupancy Vehicle Lanes and Auxiliary Lanes																															●			■											
5	Mono, San Benito	101	San Juan Road Interchange																					●	●																					■		
5	Santa Barbara	246	Highway 246 Passing Lanes																	●				◆																						■		
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier										●			●								◆				●																				
5	San Benito	101	Union Valley Parkway Interchange																																											■		
5	San Benito	156	San Benito Rte 156 Improvement Project																●																											■		
5	San Luis Obispo	101	US 101/46 West																																													
5	San Luis Obispo	101	Willow Road Interchange																				●																									
6	Kern	395	Inyo Kern 4-Lane																																													
6	Kern	14	Freeman Gulch																						●	●										●												
6	Kern	99	Hoskings Road Interchange																																											■		
6	Madera	99	Ellis Street Overcrossing			●																															●											
6	Tulare	99	Tulare to Goshen 6-Lane																																											■		
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and 101 Southbound																				◆																									
7	Los Angeles	60	Construct Lemon Ave Interchange							●															●		●									●												
7	Los Angeles	405	Modify Avalon Blvd Interchange																																			●										
7	Los Angeles	405	Modify Wilmington Ave Interchange							●																											●											
7	Los Angeles	10	Modify Interchange at Interstate 605																																													
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation													●																				●												
7	Los Angeles	10	I-10 High Occupancy Toll Lanes																																													
7	Los Angeles	110	HOT Lanes - SR 91 to Adams Blvd.																																●													
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange																														●				●											
7	Los Angeles	39	Reconstruct Roadway from Crystal Lake to SR2														●													●															●	■		
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road								●																					●		●		●										■		
7	Ventura	118	Los Angeles Road Widening																																													
7	Ventura	101	Modify Del Norte Interchange																																													
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line				●			●																											●											

● = State/federal commenting agency on draft environmental document ◆ = SHPO reviewed Section 106 documentation for finding of adverse effect or no adverse effect without standard conditions ■ = USFWS and/or NMFS reviewed Section 7 documentation

Table B-10. Continued

Project Identification				State Commenting Agencies ^a																				Federal Commenting Agencies ^a																									
District	County	State Highway Number	Project Name	ARB	Caltrans	CHP	CCC	CIWMB	CNPS	CPUC	CRA	CRB	CTC	DBW	DFFP	DFG	DGS	DHS	DOC	DPR	DTSC	DWR	OHP	OPR	RWQCB	SLC	ACOE	BLM	DOI	EPA	FDA	FEMA	FHWA	MCAS	NAHC	NMFS	NOAA	NPS	NRCS	USBR	USCG	USFS	USFWS	USGS					
8	Riverside	10	Interchange Improvements at Date Palm Drive																																											■			
8	Riverside	215	Reconstruct Van Buren interchange							●											●													●											●				
8	San Bernardino	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215																																										●	■			
8	San Bernardino	15	Construct New Interchange in Hesperia at Ranchero Rd							●							●																																
8	San Bernardino	10	Reconst interchange and Widen Cherry Ave																																	●													
8	San Bernardino	10	Reconstruct Citrus Ave interchange in Fontana							●																										●													
8	San Bernardino	2	Safety Improvements																		●				●											●													
8	San Bernardino	395	Widen Roadway																		●				●											●											■		
8	San Bernardino	58	Widen Shoulders and Median							●		●																								●													
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana																						●																								
8	San Bernardino	15	Reconstruct Interchanges/ Widen Mojave Bridge							●											●			●											●														
9	Inyo	190	Towne Pass Rockfall														●								●																								
10	San Joaquin	5	Widening with HOV Lanes, North Stockton										●				●																															■	
11	Imperial	98	Widen Highway														●				●														●													●	
11	San Diego	67	Bradley Ave/SR-67 Interchange																		●															●													
11	San Diego	805	HOV/Carroll Canyon Road Extension														●				●																											■	
11	San Diego	15	Mira Mesa/Scripps Ranch Direct Access Ramp			●															●				●										●													■	
12	Orange	5/74	I-5/SR 74 Interchange Improvements Project in San Juan Capistrano																		●														●														
12/8	Orange/Riverside	91	Eastbound Lane Additions							●							●		●	●	●						●								●												●	■	
Environmental Assessments on Local Assistance Projects																																																	
4	San Francisco/Marin	–	Golden Gate Bridge Physical Suicide Deterrent System			●										●							◆															●											
6	Tulare	–	Mountain View Avenue/Avenue 416/ El Monte Way Widening							●													◆												●														
7	Los Angeles	–	New Bridge and Approaches, Golden Valley Road over Santa Clara River																																													●	
8	San Bernardino	–	New Grade Separation and Road Realignment, Hesperia Rancho Road Extension at Burlington Northern Railroad																						●		●																						

Table B-10. Continued

Project Identification				State Commenting Agencies ^a																			Federal Commenting Agencies ^a																						
District	County	State Highway Number	Project Name	ARB	Caltrans	CHP	CCC	CIWMB	CNPS	CPUC	CRA	CRB	CTC	DBW	DFFP	DFG	DGS	DHS	DOC	DPR	DTSC	DWR	OHP	OPR	RWQCB	SLC	ACOE	BLM	DOI	EPA	FDA	FEMA	FHWA	MCAS	NAHC	NMFS	NOAA	NPS	NRCS	USBR	USCG	USFS	USFWS	USGS	
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center																				◆				●								●										
8	San Bernardino	–	Roadway Widening and Extension, Peyton Drive from Grand Ave to Chino Hills Parkway and Eucalyptus Avenue from Peyton Dive to Galloping Hills Parkway																																								■		
Environmental Impact Statements on State Highway Projects																																													
7	Los Angeles	47	Supplemental EIS: Alameda Corridor Truck Expressway	●							●					●					●	◆	●							●				●									●		
7	Los Angeles	405	Widen for High-Occupancy Vehicle Lanes (Sepulveda Pass 405)						●				●			●											●		●	●					●										
11	San Diego	76	Highway Improvements																						●		●		●	●			●		●		●	■					●	■	

Note: - = Local Assistance project.

^a The acronyms for state and federal agencies listed below are defined as follows:

State Agencies

ARB: California Air Resources Board
 Caltrans: California Department of Transportation
 CCC: California Coastal Commission
 CHP: California Highway Patrol
 CIWMB: California Integrated Waste Management Board
 CNPS: California Native Plant Society
 CPUC: California Public Utilities Commission
 CRA: Resources Agency
 CRB: Reclamation Board
 CTC: California Transportation Commission
 DBW: California Department of Boating and Waterways
 DFFP: California Department of Forestry and Fire Protection
 DFG: California Department of Fish and Game
 DGS: California Department of General Services
 DHS: California Department of Health Services
 DOC: California Department of Conservation
 DPR: California Department of Parks and Recreation
 DTSC: California Department of Toxic Substances Control
 DWR: California Department of Water Resources
 OHP: State Office of Historic Preservation
 OPR: Governor's Office of Planning and Research
 RWQCB: Regional Water Quality Control Board
 SLC: State Lands Commission

Federal Agencies

ACOE: U.S. Army Corps of Engineers
 BLM: U.S. Bureau of Land Management
 DOI: U.S. Department of the Interior
 EPA: Environmental Protection Agency
 FDA: U.S. Department of Food and Agriculture
 FEMA: Federal Emergency Management Agency
 FHWA: Federal Highway Administration
 MCAS: Marine Corps Air Station
 NAHC: Native American Heritage Commission
 NMFS: National Marine Fisheries Service
 NOAA: National Oceanic and Atmospheric Administration
 NPS: National Park Service
 NRCS: National Resources Conservation Service
 USBR: U.S. Bureau of Reclamation
 USCG: U.S. Coast Guard
 USFS: U.S. Forest Service
 USFWS: U.S. Fish and Wildlife Service
 USGS: U.S. Geological Survey

Table B-11. Reasons for Pre-Pilot Program and Pilot Program Delays in the Project Delivery Process

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
Pre-Pilot Program Projects									
Environmental Assessments on State Highway Projects									
1	Mendocino	101	Confusion Hill	Final	12/20/2005	Lengthy Section 7 reviews by USFWS and NMFS	None identified	None identified	None identified
1	Humboldt	101	Alton Interchange	Final	6/28/2005	Frontage road access issued required design modifications and additional environmental studies; lengthy Section 106 consultation	Condemnation required; Caltrans assumed local responsibilities for obtaining permits late in the process	Changes to drainage design required additional environmental analysis	Complex negotiations with Coastal Commission and U.S. Army Corps of Engineers
1	Mendocino	128/253	269 Culverts	Final	6/29/2005	Multiple project locations required complex mitigation strategy; lengthy Section 7 review by USFWS	None identified	None identified	None identified
3	Yolo/ Sacramento	275	Tower Bridge Sidewalks	Final	6/29/2005	Lengthy discussions with FHWA regarding alternatives selection; impacts to historic bridge involved	None identified	None identified	None identified
3	Colusa	20	Moonbend	Final	9/30/2005	Lengthy Section 7 review; project redesigned after wetland delineation conducted	None identified	None identified	None identified
3	Placer	28	Tahoe City-Kings Beach-State Line	Final	10/21/2005	Lengthy Tahoe Regional Planning Agency reviews; delay in air quality conformity determination due to Regional Transportation Plan (RTP) amendment	Condemnation required	Complex utility conflict and relocation issues	Complex utility conflict and relocation issues
3	Butte	70	Ophir Road Interchange	Final	12/7/2005	Lengthy NEPA/404 integration process	None identified	None identified	None identified

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
4	Solano	12	Jameson Canyon Truck Climbing Lane	Final	6/30/2005	Lengthy Section 7 review; delays in obtaining air quality conformity determination; funding-related delays	Late change in right-of-way requirements due to relocation of water lines	Change in project design due to relocation of water lines; two amended Biological Opinions required that delayed permitting	Spillover effect from delays in developing final design plans
4	Santa Clara/ San Benito	152	SR 152-152/SR- 156 Interchange Improvement	Final	12/27/2005	Multiple revisions of consultant-prepared technical studies and environmental document required	None identified	None identified	None identified
4	Contra Costa	4	Loveridge Road Interchange Loveridge-Somersville-Route 60	Final	7/21/2005	Extensive revisions on consultant-prepared biological and cultural resources technical studies; funding- and project design-related delays	None identified	Project split into several smaller segments; funding-related delays	Project split into several smaller segments; funding delays
4	San Mateo	92	Route 92 Curve Correction	Final	6/28/2005	Extensive revisions on consultant-prepared biological resources technical studies; lengthy Section 7 mitigation negotiations with NMFS			
4	Alameda/Santa Clara	680	Sunol Grade HOV and Auxiliary Lanes	Final	6/30/2005	Multiple iterations of traffic operational analysis required due to local agency concerns on local traffic impacts			
5	Monterey	101	Prunedale Improvement Project	Final	3/13/2006	Multiple scope changes resulting from public input; extensive review comments on final environmental document	None identified	Lengthy 404 permit process	None identified
5	San Luis Obispo	46	State Route 46 Improvements	Final	5/19/2006	Lengthy NEPA/404 integration process that required project design modifications			
5	Monterey	101	Airport Boulevard Interchange	Final	11/14/2005	Design of project changed and new alternative added			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
6	Kern	184	Weedpatch	Final	11/14/2005	Design of project changed and new alternative added; lengthy Section 7 review by USFWS			
6	Tulare	65	Terra Bella Expressway	Final	6/30/2005	Delays in receiving permission to enter private properties; project design modifications required additional surveys			
6	Fresno	41	State Route 41 Excelsior Expressway	Final	11/22/2005	Lengthy Section 7 review by USFWS and Section 106 review by State Historic Preservation Officer (SHPO)			
8	San Bernardino	15	Commercial Vehicle Enforcement Facility	Final	3/31/2006	Extensive negotiations with USFWS and U.S. Bureau of Land Management (BLM) related to endangered species mitigation			
8	Riverside	10	Palm Drive/Gene Autry Trail Interchange	Final	4/26/2006	Multiple revisions of consultant-prepared administrative draft and final environmental documents required due to extensive Caltrans quality control (QC) and FHWA comments	None identified	None identified	None identified
8	San Bernardino	10	Construct New Overcrossing and Widen Cypress Road	Final	3/28/2006	Extensive endangered species surveys and midstream change in environmental consultants	None identified	None identified	None identified
10	Merced	59	16th Street/Olive Avenue Widening	Final	1/12/2006	Project temporarily put on hold; increase in project scope required additional permits to enter private properties			
10	Merced	140	Bradley Overhead	Final	4/20/2006	Change in Section 4(f) approach from use of programmatic to individual evaluation; change in federal air quality analysis requirements required revisions to analysis; new info required revisions to environmental document which required re-circulation			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
12	Orange	74	State Route 74 Safety Improvement Project	Final	11/1/2005	Lengthy Section 7 process; extended public review period to accommodate public concern	None identified	None identified	None identified
Environmental Assessments on Local Assistance Projects									
2	Shasta	–	Cypress Avenue Bridge Replacement, Redding	Final	9/29/2005	Extensive Caltrans specialist comments on technical studies; lengthy Section 7 review by NMFS; funding delays due to State budget	None identified	None identified	None identified
3	Butte	–	Skyway Widening	Final	6/30/2005	Lengthy FHWA review of final environmental document			
6	Kern	–	Coffee Road to Santa Fe Way Road Widening	Final	5/19/2006	Project shelved midway through environmental process; Biological Opinion for project encompassed two additional projects	None identified	None identified	None identified
7	Los Angeles	–	Gap Closure Project	Final	5/24/2005	Delay in determining type of NEPA document; lengthy turnaround times by City/consultant on document revisions	None identified	None identified	None identified
7	Los Angeles	–	Beverly Boulevard over Rio Hondo Channel Bridge Replacement	Final	7/18/2005	Multiple revisions of consultant-prepared technical studies and environmental document required; lengthy SHPO review and approval periods; draft environmental document inconsistent with Caltrans' annotated outline; Transportation Improvement Program required amendment to include project; lengthy approval periods for the Section 7 Biological Evaluation and Hazards Material Technical Study	None identified	None identified	None identified

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
8	Riverside	–	River Road Bridge Replacement	Final	7/14/2005	Project down-scoped from EIS to EA; U.S. Environmental Protection Agency concerns regarding Least Environmentally Damaging Practicable Alternative (LEDPA); multiple revisions of consultant-prepared technical studies and environmental document required	Change in ownership of parcel that needed to be acquired	None identified	None identified
8	Riverside	–	Jurupa Avenue Underpass Grade Separation at Union Pacific Railroad	Final	8/15/2005	Multiple revisions of consultant-prepared draft environmental document required	None identified	None identified	None identified
Environmental Impact Statements on State Highway Projects									
1	Humboldt	101	Eureka-Arcata	Draft	6/20/2007	Modifications to project alternatives required; draft environmental document review period extended due to agency requests; compliance with new bioacoustics analysis protocol required			
1	Mendocino	101	Willits Bypass	Final	10/25/2006	Incremental modifications to project design; lengthy NEPA/404 integration process; complex negotiations with agencies related to overlapping and conflicting mitigation requirements	None identified	None identified	
3	Placer	65	Lincoln Bypass	Final	5/25/2006	Agency disagreement over the LEDPA	None identified	None identified	None identified
4	San Francisco	101	Doyle Drive	Draft	12/21/2005	Stakeholder disagreement over project alternatives; impacts on a national park and national historic landmark district requiring extensive coordination with stakeholders; funding concerns			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
7	Los Angeles	405	Sepulveda Pass 405	Draft	5/22/2007	Draft environmental document review period extended due to public requests; lengthy Section 4(f) process; extensive revisions to visual resources technical study			
8	San Bernardino	18	Big Bear Bridge Replacement	Final	3/30/2007	Extensive coordination with several resource agencies regarding alternatives and project impacts	None identified	None identified	None identified
10	Merced	152	Los Banos Bypass	Final	6/25/2007	Project alignment modified to avoid extensive resources; lengthy Section 7 process; design changes resulted in additional fieldwork			
Environmental Impact Statements on Local Assistance Projects									
7	Los Angeles	–	First Street over Los Angeles River Viaduct and Street Widening	Final	11/30/2005	Change in federal air quality analysis requirements necessitated additional analysis; lengthy Section 106 process	Right-of-way certifications involved legal challenge; right-of-way requirements changed	None identified	None identified
Pilot Program Projects (Years 1 to 3)									
Environmental Assessments on State Highway System Projects									
1	Humboldt	101	Richardson's Grove	Final	5/18/2010	Changes in project scope and design; public controversy			
2	Plumas	70	Spanish Creek Bridge Replacement	Final	12/30/2008	Lengthy Section 4(f) review with Plumas National Forest; project design changes and utility relocations required additional environmental analysis	None identified	None identified	None identified
2	Trinity/Shasta	299	Buckhorn Grade Improvement Project	Final	7/31/2009	Extensive revisions on consultant-prepared environmental analyses; addition of four new alternatives to the project design			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
3	El Dorado	50	Echo Summit Rock Wall Replacement/Water Quality Improvement	Final	12/29/2009	Multiple revisions of Section 4(f) evaluation; challenging stakeholder coordination	None identified	None identified	
3	Placer	28	Kings Beach Commercial Core Improvement	Final	3/26/2010	Lengthy project approval process including third party planning entity with separate environmental process and regulations			
3	Sacramento	50	US-50/Watt Interchange Improvements	Draft	9/2/2008	Extensive revisions on consultant-prepared environmental analyses			
3	Yolo	16	Safety Improvement Project	Final	12/2/2009	Public comments required extensive revision on the environmental document			
3	Sacramento	5	Bus/Carpool Lane	Draft	6/30/2008	Air quality technical studies revisited in response changing analytical expectations			
3	Nevada	49	La Barr Meadows Widening	Final	10/1/2007	Project elevated from Categorical Exclusion to EA; funding issues	None identified	None identified	None identified
3	Sacramento	80	Across Top Bus/HOV Lane	Final	1/31/2008	Lengthy consultation with resources agencies over project impacts to State-listed wildlife species		None identified	
4	Alameda	580	Construct Westbound HOV Lane	Final	10/16/2009	None identified			
4	Alameda	84	Upgrade and Widen Expressway	Final	8/5/2008	None identified			
4	Alameda	80	Modify Interchange and Construct Soundwalls	Final	4/14/2010	Project scoping challenges			
4	Alameda	580	Eastbound Truck Climbing Lane	Final	2/2/2010	None identified			
4	Contra Costa	680/4	Interchange Improvement Project	Final	11/26/2008	Project shelved due to funding challenges			
4	Sonoma	116	Roadway Rehabilitation	Final	4/30/2009	Bridge design required multiple revisions to avoid impacts to newly listed threatened species	Funding challenges resulted in project being shelved		
4	Contra Costa	160	Antioch Bridge	Final	9/2/2009	None identified	None identified	None identified	None identified
4	Santa Clara	880	HOV Widening	Final	6/5/2009	None identified			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
4	San Mateo	84	Dumbarton Bridge	Final	9/2/2009	None identified	None identified	None identified	None identified
4	Solano	80	Relocate Eastbound Cordelia Weigh Station Truck Scales	Final	10/16/2009	None identified			
4	Sonoma	101	Widen for HOV and Auxiliary Lanes	Final	10/24/2007	Design issues and uncooperative consultant	Project was split into several smaller projects	Project split into several smaller projects	None identified
4	Alameda	580	Construct New Interchange	Final	8/15/2007	Lengthy Section 7 process; extensive revisions to consultant-prepared environmental document required	None identified	Project split into three smaller projects which required repackaging final design plans into three smaller contracts	None identified
4	Alameda	580	Construct Eastbound HOV Lanes	Final	11/2/2007	None identified	None identified	Project split into three smaller projects that required repackaging the final design plans into three smaller construction contracts	None identified
4	Napa/Solano	12	Jameson Canyon Road Widening	Final	1/31/2008	Difficulty in obtaining permission to enter private properties; modifications to project design; extensive mitigation negotiations with USFWS		Project split into two smaller segments, which required land use negotiations to avoid additional drafts of the USFWS permits	

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
5	Monterey	101	San Juan Road Interchange	Final	12/7/2009	None identified			
5	Santa Barbara	246	Passing Lanes	Final	6/16/2010	Project scoping challenges; plans for access to and from the project area required additional environmental analysis to avoid adverse impacts			
5	Santa Barbara	154	Cold Spring Canyon Bridge Suicide Barrier	Final	6/22/2009	Lengthy Section 106 review by SHPO; extensive legal review related to project lawsuit	None identified	None identified	None identified
5	Santa Barbara	101	Linden and Casitas Pass Interchanges	Draft	12/16/2008	Lengthy discussions over Section 4(f) applicability			
5	Santa Barbara	101	Union Valley Parkway Interchange	Final	3/5/2009	Project modified to encompass two smaller projects based on FHWA direction; logical termini and independent utility issues; revisions to the RTP required based on project design changes made to avoid critical habitat			
5	San Benito	156	Improvement Project	Final	10/10/2008	Project scoping challenges			
5	San Luis Obispo	101	US 101/SR 46 West	Final	12/9/2009	Longer turnaround times required for document review due to State furloughs; insufficient and/or inadequate submittals by the project consultant	None identified	None identified	None identified
5	San Luis Obispo	101	Willow Road Interchange	Final	3/27/2009	Delay in approval of the Project Report; funding challenges	None identified	None identified	None identified
6	Kern	99	Hoskings Road Interchange	Final	3/30/2010	Delayed submittal of consultant-prepared environmental documents			
6	Madera	99	Ellis Street Overcrossing	Final	9/30/2008	None identified			
6	Tulare	99	Tulare to Goshen 6-Lane	Final	10/30/2008	Delay in completion of traffic studies; modification to project design needed			
6	Kern	395	Inyo Kern 4-Lane	Draft	1/29/2008	Project initially lacked logical termini; RTP amendment required to include project			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
6	Kern	14	Freeman Gulch	Final	10/3/2007	Delays in completing Project Report			
7	Los Angeles	405	Modify Avalon Boulevard Interchange	Final	11/24/2008	None identified	None identified	None identified	None identified
7	Los Angeles	405	Wilmington Avenue Interchange	Final	1/30/2009	Draft environmental document required extensive revisions			
7	Los Angeles	10	Modify Interchange at Interstate 605	Final	1/30/2009	None identified			
7	Los Angeles	39	North Fork San Gabriel Bridge Scour Mitigation	Final	10/19/2009	None identified			
7	Los Angeles	10	HOT Lanes	Final	5/14/2010	None identified			
7	Los Angeles	110	HOT Lanes, SR 91 to Adams Boulevard	Final	5/14/2010	None identified			
7	Los Angeles	405	Construct South Half Arbor Vitae Interchange	Final	6/30/2010	None identified			
7	Los Angeles	39	Reconstruct Roadway from Crystal Lake to SR2	Final	5/27/2009	None identified	None identified		
7	Los Angeles	5	HOV and Truck Lane, SR 14 to Parker Road	Final	9/1/2009	None identified			
7	Ventura	101	Add HOV Lanes, Mobil Pier Undercrossing to County Line	Final	12/12/2008	None identified			
7	Los Angeles	405	Reconstruct Burbank Boulevard Ramps and US 101 Southbound	Final	6/30/2008	None identified			
7	Ventura	101	Modify Del Norte Interchange	Final	5/7/2008	None identified			
8	Riverside	79	Widen Thompson Road to Domenigoni Pkwy	Draft	7/2/2009	None identified			
8	Riverside	10	Interchange Improvements at Date Palm Drive	Final	1/22/2009	Extensive FHWA comments on final environmental document immediately before Pilot Program began; Caltrans completion of final environmental document put on hold until a related roadway project approved; revisions to the Transportation Improvement Program (TIP) required; air quality conformity determination shelved until approval of the 2008 RTP and TIP	None identified	None identified	
8	Riverside	215	Reconstruct Van Buren Interchange	Final	2/27/2009	None identified			
8	Riverside	15	New Interchange at SR 79 Overcrossing, Winchester Road to South of SR 15/SR 215	Final	1/29/2010	None identified			
8	San Bernardino	15	New Interchange, Ranchero Road, Hesperia	Final	3/18/2010	None identified			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
8	San Bernardino	10	Reconstruct Interchange and Widen Cherry Ave	Final	2/9/2009	None identified			
8	San Bernardino	10	Reconstruct Interchange, Citrus Ave, Fontana	Final	11/21/2008	Multiple iterations of review and revisions to consultant-prepared environmental documents; approval of draft environmental document put on hold until after start of the Pilot Program			
8	San Bernardino	15	New Interchange Duncan Canyon Road Fontana	Final	11/3/2009	None identified			
8	San Bernardino	58	Widen Shoulders and Median	Final	3/28/2008	None identified	Design changes affected timely submittal of the California Department of Fish and Game Section 2081 permit	None identified	None identified
8	San Bernardino	2	Safety Improvements	Final	6/27/2008	Extensive discussions related to project purpose and need; design challenges	None identified	Addition of a walking trail to mitigate for visual impacts required re-evaluation of the Area of Potential Effects map	None identified
8	San Bernardino	395	Widen Roadway	Final	5/1/2008	Modifications to design required; lengthy Section 7 process involving BLM			
8	San Bernardino	15	Reconstruct Interchanges and Widen Mojave Bridge	Final	6/27/2008	None identified			
9	Inyo	190	Towne Pass Rockfall	Final	4/30/2010	None identified			
10	San Joaquin	5	Widening with HOV Lanes, North Stockton	Final	3/22/2010	None identified	None identified		
10	Mariposa	140	Ferguson Slide Restoration	Draft	11/16/2007	Project now elevated from EA to EIS; complex Wild and Scenic River issues			
11	Imperial	98	Widen Highway	Final	10/30/2008	None identified			

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
11	San Diego	67	Bradley Ave Interchange	Final	7/24/2008	None identified			
11	San Diego	805	HOV/Carroll Canyon Road Extension	Final	4/2/2009	None identified	None identified	None identified	None identified
11	San Diego	15	Direct Access Ramp, Mira Mesa/Scripps Ranch	Final	3/27/2009	None identified			
12	Orange	5/74	Interchange improvements	Final	4/1/2009	None identified			
8/12	Orange/Riverside	91	Eastbound Lane Additions	Final	12/28/2007	None identified	None identified	None identified	None identified
Environmental Assessments on Local Assistance Projects									
4	San Francisco	–	Physical Suicide Deterrent , Golden Gate Bridge	Final	1/19/2010	None identified			
6	Tulare	–	Mountain View Avenue/Avenue 416/EI Monte Way Widening	Final	4/28/2009	Multiple revisions of technical studies and draft environmental document required; project shelved due to financial constraints resulting in the need for extensive revision to documents; conflicting engineering data resulted in inconsistent technical analyses; challenges with local agency and consultant			
7	Los Angeles	–	New Bridge and Approaches, Golden Valley Road over Santa Clara River	Final	8/19/2008	Lawsuit over project-related water issues resulted in change in project scope; extensive revisions required on consultant-prepared documents	None identified	None identified	None identified
8	San Bernardino	–	Roadway Widening and Extension, Peyton Drive from Grand Ave to Chino Hills Parkway and Eucalyptus Avenue from Peyton Drive to Galloping Hills Parkway	Final	6/9/2009	Changes in Section 4(f) deminimis finding required revisions to the final environmental document			
8	Riverside	–	Road Extension and New Bridge, Belardo Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from Belardo Road to Cahuilla Indian Interpretive Center	Final	6/15/2009	Multiple revisions of consultant-prepared draft environmental document required			
8	San Bernardino	–	New Grade Separation and Road Realignment, Hesperia Ranchero Road Extension at Burlington Northern Railroad	Final	8/27/2008	Multiple revisions of consultant-prepared technical studies and draft environmental document required; delayed response to Caltrans' numerous comments	None identified		

Table B-11. Continued

District	County	State Highway Number	Project Name	Draft or Final Environmental Document	Environmental Document Approval Date	Points in Process Where Delays Occurred and Reasons for Delays			
						Project Approval	Right-of-Way Acquired	Final Design Approved	Ready to Advertise Construction Contract
12	Orange	–	Antonio Parkway Road Widening Southwest of Covenant Hills Drive	Draft	7/30/2010	None identified			
Environmental Impact Statements on State Highway Projects									
7	Los Angeles	47	Alameda Corridor Truck Expressway	Final	5/12/2009	None identified			
7	Los Angeles	405	Widening for HOV Lanes, Sepulveda Pass	Final	2/29/2008	None identified			None identified
11	San Diego	76	Highway Improvements	Final	11/26/2008	None identified	None identified	None identified	None identified
Environmental Impact Statements on Local Assistance Projects									
4	Solano	–	Jepson I-80 Reliever Route, SR 12 in Suisun City to I-80 at Leisure Town Road	Draft	5/27/2008	Period of project inactivity resulted in extensive revisions to technical studies; Caltrans environmental project manager reassigned and consultant changed; multiple revisions of technical studies and environmental document required			

Note: Blank cells indicate that the project has not proceeded to this phase of project delivery.