

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 19-20, 2011

Reference No.: 4.9  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

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

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) accept the attached report on the status of State Transportation Improvement Program (STIP) and the Proposition 1B Bond Program projects that have been delivered (deemed ready to go).

## **ISSUE:**

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

## **BACKGROUND:**

The attached lists identify those projects that have been delivered in Fiscal Year (FY) 2008-09, FY 2009-10, and FY 2010-11 but the agencies have not been able to proceed due to funding constraints. Some projects previously listed have been removed based on past Commission action or a request from the implementing agency.

With the adoption of the 2010 STIP, projects may have been deleted, proposed for vote or have been reprogrammed beyond the 2010-11 fiscal year. As noticed at the June-July 2010 Commission meeting, projects reprogrammed to a future fiscal year have been removed from the Delivered List report. Local agencies with projects reprogrammed in a future year will need to resubmit an allocation request with a new schedule and funding plan when they are ready to proceed closer to the programmed year.

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

| <b>Attachment 1-<br/>Category</b>       | <b>Starts on Page</b> | <b># of<br/>Projects<br/>Per<br/>Category</b> |          | <b>Total Funds<br/>Requested Per<br/>Category</b> |
|---|-----------------------|---|----------|---|
| P1B SHOPP Projects                      | (1 of 16)             | 2   | @        | \$ 14,300,000                                     |
| P1B State CMIA Projects on the SHS      | (1 of 16)             | 3   | @        | \$ 120,436,000                                    |
| P1B State CMIA/STIP Projects on the SHS | (3 of 16)             | 4   | @        | \$ 141,118,000                                    |
| P1B State Route 99 Projects             | (6 of 16)             | 3   | @        | \$ 50,167,000                                     |
| P1B TCIF Projects                       | (7 of 16)             | 6   | @        | \$ 96,346,000                                     |
| P1B Local TLSP Projects                 | (9 of 16)             | 6   | @        | \$ 52,711,600                                     |
| P1B SLPP Projects                       | (11 of 16)            | 14  | @        | \$ 132,944,000                                    |
| P1A HSPTB – Positive Train Control      | (15 of 16)            | 5   | @        | \$ 80,190,000                                     |
| <b>TOTAL PROJECTS</b>                   |                       | <b>43</b>                                     | <b>@</b> | <b>\$ 688,212,600</b>                             |

| <b>Attachment 2-<br/>Category</b> | <b>Starts on Page</b> | <b># of<br/>Projects<br/>Per<br/>Category</b> |          | <b>Total Funds<br/>Requested Per<br/>Category</b> |
|-----------------------------------|-----------------------|---|----------|---|
| Local STIP Advancement            | (1 of 1)              | 2   | @        | \$ 40,569,000                                     |
| P1A HSPTB – Other                 | (1 of 1)              | 3   | @        | \$ 42,736,000                                     |
| <b>TOTAL PROJECTS:</b>            |                       | <b>5</b>                                      | <b>@</b> | <b>\$ 83,305,000</b>                              |

|        |                |
|--------|----------------|
| STIP*  | \$ 40,569,000  |
| Bond** | \$ 730,948,600 |

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

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

Attachment 1  
Attachment 2

**Projects Delivered But Not Yet Allocated**

January 19-20, 2011  
Reference No: 4.9

**ATTACHMENT 1**

| Project #<br>Allocation Amount<br>County<br>Dist-Co-Rte<br>Postmile            | Location<br>Project Description  | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount  | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type |
|--|--|---|------------------------------------|------------------------|
| <b>Proposition 1B – SHOPP Project Allocations</b>                              |  |   |                                    |                        |
| 1<br>\$10,500,000<br>San Diego<br>11S-SD-78<br>14.3/15.5<br><br><b>Sept 10</b> | In San Marcos and Escondido, from Woodland Parkway/Barham Drive to Nordahl Road. <u>Outcome/Outputs:</u> Construct an auxiliary lane between interchanges to help relieve traffic congestion.<br><br>(FCO to the City of San Marcos) | 11-0905<br>SHOPP/10-11<br>CONST<br>\$10,500,000 | 2009-10<br>304-6064<br>HSRPA       | \$10,500,000           |
| 2<br>\$3,800,000<br>San Diego<br>11S-SD-78<br>15.5/R16.5<br><br><b>Sept 10</b> | In San Marcos and Escondido, from Nordahl Road to Route 15. <u>Outcome/Outputs:</u> Extend the connector onramp to help relieve traffic congestion.  | 11-0892<br>SHOPP/10-11<br>CONST<br>\$6,723,000  | 2009-10<br>304-6064<br>HSRPA       | \$3,800,000            |

| Project #<br>Allocation Amount<br>Recipient<br><u>RTPA/CTC</u><br>County<br>Dist-Co-Rte<br>Postmile                            | Location<br>Project Description<br>Project Support Expenditures   | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount                              | Budget Year<br>Item #<br>Fund Type                  | Amount by<br>Fund Type              |
|--|---|---|---|-------------------------------------|
| <b>Proposition 1B – State-Administered CMIA Project on the State Highway System</b>  |   |   |   |                                     |
| 3<br>\$65,000,000<br>Department of Transportation<br><u>SACOG</u><br>Sacramento<br>03N-Sac-80<br>0.3/10.1<br><br><b>Aug 10</b> | In city of Sacramento, from the Sacramento River Bridge Overhead #22-26 to westbound on-ramp at Watt Avenue. Construct HOV lanes, median and auxiliary lanes.<br><br>Final Project Development: N/A<br>Final Right of Way Share: N/A<br><br>(CMIA project EA 03-379704 is to be combined for construction with SHOPP project EA 03-0A931 under new EA 3797U1. Concurrent SHOPP vote under 2.5b. (1), Project 1.)<br><br>(Concurrent CMIA baseline approval [Resolution CMIA-P-1011-01B].)<br><br>(Future Consideration of Funding – Resolution E-08-03, April 2008.)<br><br><u>Outcome/Output:</u> Daily Vehicle Hours of Delay Saved is 8,425 hours and Daily Peak Duration Person-Minutes Saved is 734,982 minutes. | 03-6689<br>CMIA/10-11<br>CONST ENG<br>\$5,000,000<br>CONST<br>\$60,000,000  | 004-6055<br>CMIA<br><br>2009-10<br>304-6055<br>CMIA | \$5,000,000<br><br><br>\$60,000,000 |
| 4<br>\$22,800,000<br>Department of Transportation<br><u>MTC</u><br>Sonoma<br>04N-Son-101<br>7.1/8.9<br><br><b>Aug 10</b>       | In and near Petaluma, from just south of Old Redwood Highway Overcrossing to just north of Pepper Road. Widen Highway from 4 lanes to 6 lanes.<br><br>Final Project Development: N/A<br>Final Right of Way Share Adjustment: N/A<br><br>(Concurrent CMIA program amendment [Resolution CMIA-PA-1011-011].)<br><br>(Future Consideration of Funding – Resolution E-09-02, January 2009.)<br><br><u>Outcome/Output:</u> When completed, the project will result in daily vehicle hours of delay savings of about 965 hours..  | 04-0775A<br>CMIA/10-11<br>CONST ENG<br>\$3,000,000<br>CONST<br>\$19,800,000 | 004-6055<br>CMIA<br><br>2009-10<br>304-6055<br>CMIA | \$3,000,000<br><br><br>\$19,800,000 |

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| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>Dist-Co-Rte<br>Postmile  | Location<br>Project Description<br>Project Support Expenditures  | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount          | Budget Year<br>Item #<br>Fund Type<br>Program Code | Amount by<br>Fund Type                         |
|---|--|---|--|--|
| <b>Proposition 1B – State-Administered CMIA Project on the State Highway System</b> |  |   |  |  |
| 5<br><del>\$34,144,000</del><br><b>\$32,636,000</b>                                 | In San Mateo County, between University Avenue and Marsh Road. Construct auxiliary lanes in both directions.   | 04-0658B<br>CMIA/10-11<br>CONST ENG<br>\$8,259,000      | 004-6055<br>CMIA                                   | \$8,259,000                                    |
| Department of<br>Transportation<br>MTC<br>San Mateo<br>04N-SM-101<br>0.9/3.6        | Final Project Development<br>Support Estimate: \$8,230,000<br>Programmed Amount: <u>\$8,856,000</u><br>Adjustment: \$ 0 (<20%)   | CONST<br><del>\$47,939,000</del><br><b>\$24,377,000</b> | 2009-10<br>304-6055<br>CMIA                        | <del>\$25,885,000</del><br><b>\$24,377,000</b> |
| <b>Sept 10</b>  | Final Right of Way<br>Right of Way Estimate: \$ 281,000<br>Programmed Amount: <u>\$ 316,000</u><br>Adjustment: \$ 0 (<20%)   |   |  |  |
|   | (CMIA savings of <del>\$22,054,000</del> <b>\$23,562,000</b> from Construction to be returned to the CMIA Program.)  |   |  |  |
|   | <b>(Contribution from local sources: \$3,620,000)</b>  |   |  |  |
|   | <b>(Project scope is consistent with CMIA amendment approved on 9/10/09 [Resolution CMIA-PA-0910-005])</b>   |   |  |  |
|   | (Future Consideration of Funding – Resolution E-09-77, October 2009.)  |   |  |  |
|   | <u>Outcome/Output:</u> When combined with other two segments (PPNO 0658C and PPNO 0658D) the overall project, when completed, will result in daily vehicle hours of delay savings of about 13,752 hours. |   |  |  |

ATTACHMENT 1

| Project #  | Allocation Amount | Recipient                    | Location   | PPNO Program/Year Phase              | Budget Year Item #         | Amount by Fund Type |
|--|-------------------|------------------------------|--|--------------------------------------|----------------------------|---------------------|
| RTPA/CTC   | Dist-Co-Rte       | Postmile                     | Project Description  | Prgm'd Amount                        | Fund Type                  | Fund Type           |
| <b>Proposition 1B –State Administered Multi-Program CMIA/STIP Projects on the State Highway System</b> |                   |                              |  |                                      |                            |                     |
| 6  | \$38,833,000      | Department of Transportation | In and near Novato on Route 101. Construct a northbound HOV lane from Route 37 to Atherton and southbound HOV lane from Route 34 to Rowland Boulevard.   | 04-0360F<br>RIP / 10-11<br>CONST ENG | 2010-11<br>304-6058<br>TFA | \$3,050,000         |
| MTC  |                   | Marin                        | Final Project Development (IIP):   | \$2,650,000<br>CONST                 |                            |                     |
| 04N-Mrn-101  |                   | 18.6/22.3                    | Support Estimate: \$2,000,000  | \$3,050,000                          | 004-6055                   | \$4,350,000         |
|  |                   |                              | Programmed Amount: <u>\$2,000,000</u>  |                                      | CMIA                       |                     |
|  |                   |                              | Adjustment: \$ 0   |                                      |                            |                     |
|  |                   |                              | Final Project Development (RIP):   | CMIA / 10-11<br>CONST ENG            |                            |                     |
|  |                   |                              | Support Estimate: \$ 570,000   | \$4,350,000                          | 2010-11                    |                     |
| <b>Aug 10</b>  |                   |                              | Programmed Amount: <u>\$ 570,000</u>   | \$31,433,000                         | 304-6055                   | \$31,433,000        |
|  |                   |                              | Adjustment: \$ 0   |                                      | CMIA                       |                     |
|  |                   |                              | Final Right of Way: (RIP)  |                                      |                            |                     |
|  |                   |                              | Right of Way Estimate: \$ 342,000  |                                      |                            |                     |
|  |                   |                              | Programmed Amount: <u>\$ 840,000</u>   |                                      |                            |                     |
|  |                   |                              | Adjustment: \$ 498,000 (Credit)  |                                      |                            |                     |
|  |                   |                              | (A CMIA amendment to reprogram CMIA savings to other two contracts of the overall Marin-Sonoma Narrows Project will follow.)   |                                      |                            |                     |
|  |                   |                              | (Future Consideration of Funding – Resolution E-09-70, September 2009.)  |                                      |                            |                     |
|  |                   |                              | <u>Outcome/Output:</u> When combined with other segments (PPNO 0360H and 0360J), the overall Marin-Sonoma Narrows Project will result in daily vehicle hours of delay savings of about 10,368 hours. |                                      |                            |                     |



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| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>Dist-Co-Rte<br>Postmile                     | Location<br>Project Description  | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount   | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type                        |
|--|--|--|------------------------------------|---|
| <b>Proposition 1B –State Administered Multi-Program CMIA/STIP Projects on the State Highway System</b> |  |  |                                    |   |
| 8<br>\$29,935,000  | Near Sonora on Route 108 from Peaceful Oak Road to Via Este. Construct a 2-lane expressway.  | 10-0021B<br>IIP / 09-10<br><b>CONST ENG</b><br><b>\$2,125,000</b><br>CONST<br>\$13,800,000         | 2010-11<br>304-6058<br>TFA         | \$13,800,000                                  |
| Department of<br>Transportation<br>TAPC<br>Tuolumne<br>10N-Tuo-108<br>R4.0/R6.0                        | Final Project Development (RIP)<br>Support Estimate: \$3,291,000<br>Programmed Amount: <u>\$3,477,000</u><br>Adjustment: \$ 0 (<20%)   |  |                                    |   |
| <b>June 10</b>   | Final Project Development (IIP)<br>Support Estimate: \$2,601,000<br>Programmed Amount: <u>\$2,643,000</u><br>Adjustment: \$ 0 (<20%)   | RIP / 09-10<br>CONST<br>\$5,642,000  | 2010-11<br>304-6058<br>TFA         | \$5,642,000                                   |
|  | Final Right of Way (RIP)<br>Right of Way Estimate: \$ 8,698,000<br>Programmed Amount: <u>\$12,387,000</u><br>Adjustment: \$ 3,689,000 (Credit)   | CMIA / 09-10<br>CONST ENG<br>\$3,375,000<br>CONST<br><del>\$13,858,000</del><br><b>\$7,118,000</b> | 004-6055<br>CMIA                   | \$3,375,000                                   |
|  | Final Right of Way (IIP)<br>Right of Way Estimate: \$6,100,000<br>Programmed Amount: <u>\$8,613,000</u><br>Adjustment: \$2,513,000 (Credit)  |  | 2010-11<br>304-6055<br>CMIA        | <del>\$13,858,000</del><br><b>\$7,118,000</b> |
|  | (Future Consideration of Funding – Resolution E-10-15, February 2010.)   |  |                                    |   |
|  | <u>Outcome/Output:</u> Project benefits show the daily time savings for individual person-minutes saved is 4.7, the cumulative person-minutes saved is 25,592 resulting in a total daily vehicle hours saved of 644.           |  |                                    |   |
| 9<br>\$39,200,000  | In Murietta, from the Route 15/215 interchange to Scott Road. Construct a third mixed-flow lane in each direction.   | 08-9991A<br>RIP/10-11<br>CONST<br><del>\$16,530,000</del><br><b>\$11,760,000</b>                   | 2010-11<br>304-6058<br>TFA         | \$11,760,000                                  |
| Riverside County<br>Transportation<br>Commission<br>RCTC<br>Riverside<br>08S-Riv-215<br>R9.0/R15.5     | Final Project Development: N/A<br>Final Right of Way Share Adjustment: N/A<br><br>(RIP savings of \$4,770,000 to be returned to the Riverside County shares. CMIA savings of \$11,130,000 to be returned to the CMIA Program.) |  |                                    |   |
| <b>Aug 10</b>  | (Future Consideration of Funding – Resolution E-08-27, December 2008.)   | CMIA/10-11<br>CONST<br><del>\$38,570,000</del><br><b>\$27,440,000</b>                              | 2010-11<br>304-6055<br>CMIA        | \$27,440,000                                  |
|  | <u>Outcome/Output:</u> Once completed, the project will result in daily vehicle hours of delay savings of about 2,424 hours.   |  |                                    |   |



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|---|--|--|--|------------------------|
| <b>Proposition 1B –State Administered Multi-Program Route 99/STIP Projects</b>  |  |  |  |                        |
| 12<br>\$25,000,000<br>Department of<br>Transportation<br>BCAG<br>Butte<br>03N-But-99<br>R32.4/R33.3<br><br><b>June 10</b> | In Chico, from Route 32 to East 1st Avenue. Construct northbound and southbound auxiliary lanes with corresponding ramp improvements, and widen East 1 <sup>st</sup> Avenue.<br><br>Final Project Development: NA<br><br>Final Right of Way Share Adjustment: N/A<br><br>(Construction savings of \$4,311,000 99 Bond to be returned to the Route 99 Bond program and \$1,300,000 RIP funding to be returned to Butte county regional shares.)<br><br>(Future Consideration of Funding – Resolution E-09-05, February 19, 2009.)<br><br><u>Outcome/Output:</u> This project proposes to construct 20.5 mixed flow lane miles, 4 new bridges, 14 modified bridges, 40.4 restoration lane miles and 5,000 linear feet of sound walls. This improvement will save 1,564 daily vehicle hours of delay and provide 124,574 minutes of peak period time savings. | 03-2410B<br>SR 99 / 09-10<br>CONST<br><del>\$23,520,000</del><br><b>\$19,209,000</b>             | <del>2009-10</del><br><b>2010-11</b><br>304-6072<br>SR99 | \$19,209,000           |
|   |  | RIP / 10-11<br>CONST ENG<br>\$4,394,000<br>CONST<br><del>\$7,091,000</del><br><b>\$5,791,000</b> | 2010-11<br>304-6058<br>TFA                               | \$5,791,000            |

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>Dist-Co-Rte<br>Postmile                           | Location<br>Project Description  | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type |
|--|--|--|------------------------------------|------------------------|
| <b>Proposition 1B – Locally Administered TCIF Projects</b>   |  |  |                                    |                        |
| 13<br>\$25,570,000<br>City of Santa Fe<br>Springs<br>LACMTA<br>07-Los Angeles<br><br><b>Nov 10</b>           | TCIF Project 17. In the cities of Santa Fe Springs and La Mirada, on Valley View Avenue/Stage Road at Milepost 158.41 on the Burlington Northern Santa Fe Railroad (BNSF) rail line.<br><br>(Contributions from local sources: \$2,900,000.)<br><br>(CEQA – CE, 01/06/04; NEPA – CE, 08/31/05, re-validated 03/1/10.)<br><br><u>Outcome/Output:</u> Project will increase the efficiency on the BNSF main east-west corridor to accommodate the existing number of trains utilizing this corridor and future increase in the speed and volume of freight service and planned passenger rail service. The project will also enhance safety and traffic flow on Valley View and Stage Road through elimination of the at-grade crossing at PM 158.41 on the BNSF/LOSSAN rail corridor. | 07-3117<br>TCIF/09-10<br>CONST<br>\$25,570,000 | 2009-10<br>104-6056<br>TCIF        | \$25,570,000           |
| 14<br>\$14,934,000<br>Orange County<br>Transportation<br>Authority<br>OCTA<br>12-Orange<br><br><b>Nov 10</b> | TCIF Project 36. Placentia Avenue at the Burlington Northern Santa Fe Railroad (BNSF) tracks in the cities of Fullerton and Placentia, construct undercrossing.<br><br>(Contributions from local sources: \$44,981,000.)<br><br>(CEQA – CE, 01/20/10)<br><br><u>Outcome/Output:</u> Decrease in traffic congestion and travel time. Eliminate potential collision points and provide greater driver safety.  | 12-TC36<br>TCIF/10-11<br>CONST<br>\$14,934,000 | 2009-10<br>104-6056<br>TCIF        | \$14,934,000           |

**Projects Delivered But Not Yet Allocated**

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|---|---|--|------------------------------------|------------------------|
| <b>Proposition 1B – Locally Administered TCIF Projects</b>  |   |  |                                    |                        |
| 15<br>\$22,642,000<br>Orange County<br>Transportation<br>Authority<br>OCTA<br>12-Orange<br><br>Aug 10 | TCIF Project 38. Kraemer Boulevard at the Burlington Northern Santa Fe Railroad (BNSF) tracks. Construct undercrossing.<br><br>(Local match: \$32,734,000.)<br><br>(Concurrent Consideration of Funding – Resolution E-10-74)<br><br><b><u>(LONP for approved by the CTC [Resolution LONP1B-A-1011-02] on 8/12/10.)</u></b><br><br><u>Outcome/Output:</u> Decrease in traffic congestion and travel time. Eliminate potential collision points and provide greater driver safety. | TCIF / 10-11<br>CONST<br>\$22,642,000          | 2009-10<br>104-6056<br>TCIF        | \$22,642,000           |

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|---|--|--|------------------------------------|---------------------------|
| <b>Proposition 1B – State Administered TCIF Projects</b>  |  |  |                                    |                           |
| 16<br>\$7,200,000<br>Southern California<br>Regional Rail<br>Authority<br>LACMTA<br>07-Los Angeles<br><br>Aug 10      | TCIF Project 18. In Lancaster, between Lang and Vincent on the Antelope Valley Line. Construct siding for freight trains - UPRR.<br><br>(Contributions from local sources: \$7,500,000.)<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Construct up to 7,000 feet passing siding south of Vincent Station on the Antelope Valley Line to increase freight capacity and reduce travel times from an average of 30 minutes to about 15 minutes.   | F002BA<br>07-2897<br>TCIF / 10-11<br>CONST<br>\$7,200,000  | 2010-11<br>304-6056<br>TCIF        | \$7,200,000               |
| 17<br>\$10,500,000<br>San Diego<br>Association of<br>Government<br>SANDAG<br>San Diego<br>11-San Diego<br><br>June 10 | TCIF Project 75. In San Diego, National City and Chula Vista. Installation of a communication and railroad signaling fiber backbone.<br><br>(Partial allocation of \$10,500,000 is for Phase 1 of TCIF Project 75. A LONP was approved for this phase in April 2010. Phase 2 is the Signaling for Track Improvements Project and will be for \$15,500,000. Phase 3 is for the Palomar Siding and System Upgrades Project and is programmed for \$72,060,000. Both Phases 2 and 3 are programmed in FY 2011-12 and SANDAG will request the remaining programmed amounts at a later date. )<br><br>(Contributions from other sources: \$8,970,000.)<br><br>(Future Consideration of Funding – Resolution E-10-30, April 2010.)<br><br><u>Outcome/Output:</u> Increased safety by removing up to 31,800 trucks from the highway system, reduction of 2 injury accidents per year, and increased freight train velocity from 10 mph to 40 mph. | F003BA<br>11-1012<br>TCIF / 10-11<br>CONST<br>\$98,060,000 | 2010-11<br>304-6056<br>TCIF        | \$10,500,000<br>(Partial) |

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| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>Dist-Co-Rte<br>Postmile                           | Location<br>Project Description  | EA<br>PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount       | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type |
|--|--|--|------------------------------------|------------------------|
| <b>Proposition 1B – State Administered TCIF Projects</b>   |  |  |                                    |                        |
| 18<br>\$15,500,000<br><br>San Diego<br>Association of<br>Governments<br>SANDAG<br>11-San Diego<br><br>Aug 10 | TCIF Project 75.2. In the cities of San Diego, National City and Chula Vista, on the San Diego and Arizona Eastern Railroad between Commercial Street in San Diego and the San Ysidro Rail Yard. Signal reversing and track improvements.<br><br>(TCIF Project 75 = \$98,060,000, including Phase 1 [Project 75 for \$10,500,000-previously allocated]; Phase 2 [Project 75.2 for \$15,500,000-current request]; and Phase 3 [Project 75.3 for \$72,060,000-future request].)<br><br>(Concurrent LONP request [Resolution LONP1B-A-1011-01.])<br><br><b><u>(LONP for approved by the CTC [Resolution LONP1B-A-1011-01] on 8/12/10.)</u></b><br><br>(Federal Border Improvement Match Funds: \$600,000.)<br><br>(Future Consideration of Funding – Resolution E-10-30, April 2010.)<br><br><u>Outcome/Output:</u> Improvement of the signaling system to allow for reverse running including; 10 at-grade crossings, new interlockings and signals; a powered crossover; and modifications to the Palomar siding. | F004BA<br>11-1012<br>TCIF / 10-11<br>CONST<br>\$15,500,000 | 2010-11<br>304-6056<br>TCIF        | \$15,500,000           |

| Project #<br>Allocation Amount<br>Recipient Agency<br>RTPA/MPO<br>Dst-County  | Project Location<br>Project Description  | Dst-EA<br>Phase<br>Prgm'd Amount        | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type                         |
|---|--|---|------------------------------------|--|
| <b>Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects</b>   |  |   |                                    |  |
| 19<br><del>\$17,679,000</del><br><b>\$21,400,000</b><br><br>Alameda County<br>Congestion<br>Management<br>Agency<br>MTC<br>04-Alameda<br><br>April 10 | In Alameda and Contra Costa Counties. <u>Outcome/Output:</u> Install signal interconnects on crossing arterials, emergency vehicle preemption Transit Signal Priority system on crossing arterial intersections, trailblazers for incident management, closed circuit television pan-tilt-zoom cameras at various locations, system wide detections system, additional left-turn movement at Powell Street and I-80 westbound on-ramp, incident management at various locations, pedestrian push buttons at various locations, various traffic improvements (including pedestrian signals, left turn signals, transit information signs, speed feedback signs), LCD television and kiosk<br><br>Total Construction Cost: \$21,679,000. | 04-925692L<br><br>\$17,679,000<br>CONST | 2010-11<br>104-6064<br>TLSP        | <del>\$17,679,000</del><br><b>\$21,400,000</b> |

**Projects Delivered But Not Yet Allocated**

January 19-20, 2011  
Reference No: 4.9

**ATTACHMENT 1**

| Project #<br>Allocation Amount<br>Recipient Agency<br>RTPA/MPO<br>Dst-County               | Project Location<br>Project Description   | Dst-EA<br>Phase<br>Prgm'd Amount        | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type                         |
|--|---|---|------------------------------------|--|
| <b>Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects</b>              |   |   |                                    |  |
| 20<br><del>\$7,963,000</del><br><b>\$11,073,000</b>  | In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Wilmington Project.<br><u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. The increase in travel speeds is a result of fewer starts and stops, with the added effect of reducing air emission by 10.0%. ATSAC facilities will provide for a 32.12 to 1 benefit/cost ration relative to travel time, fuel use and air emission savings. Create the ability to dynamically add new traffic control features through software as they become necessary with out building new systems or replacing large quantities of software. | 07-933742L<br><br>\$12,466,600<br>CONST | 2010-11<br>104-6064<br>TLSP        | <del>\$7,963,000</del><br><b>\$11,073,000</b>  |
| City of Los Angeles<br>ATSAC<br>07-Los Angeles<br><br><b>May 10</b>                        | Total Construction Cost: <del>\$12,466,600</del> <b>\$12,319,700.</b>   |   |                                    |  |
| 21<br><del>\$10,890,000</del><br><b>\$10,316,400</b>                                       | In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Canoga Park Phase 1 Project.<br><u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. The increase in travel speeds is a result of fewer starts and stops, with the added effect of reducing air emissions by 10.0%. Create the ability to dynamically add new traffic control features through software as they become necessary without building new systems or replacing large quantities of software.   | 07-4U4464L<br><br>\$14,293,200<br>CONST | 2010-11<br>104-6064<br>TLSP        | <del>\$10,890,000</del><br><b>\$10,316,400</b> |
| City of Los Angeles<br>ATSAC<br>07-Los Angeles<br><br><b>May 10</b>                        | Total Construction Cost: <del>\$14,293,200</del> <b>\$11,031,100.</b>   |   |                                    |  |
| 22<br><del>\$7,695,800</del><br><b>\$6,922,200</b>   | In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Pacific Palisade Project.<br><u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. Create the ability to dynamically add new traffic control features through software as they become necessary without building new systems or replacing large quantities.   | 07-933746L<br><br>\$6,261,000<br>CONST  | 2010-11<br>104-6064<br>TLSP        | <del>\$7,695,800</del><br><b>\$6,922,200</b>   |
| City of Los Angeles<br>ATSAC<br>07-Los Angeles<br><br><b>May 10</b>                        | Total Construction Cost: <del>\$6,261,000</del> <b>\$7,548,300.</b>   |   |                                    |  |
| 23<br>\$2,000,000  | In San Bernardino County. San Bernardino Valley Coordinated Traffic Signal System, Tier 3 and 4. This project will interconnect and synchronize approximately 500 traffic signals using primarily wireless methods.<br><u>Outcome/Output:</u> Per SANBAG, a final performance report will be provided to measure reduction in stops, number of accidents, vehicle delays and travel time.   | 08-0G0394L<br><br>CONST<br>\$2,000,000  | 2010-11<br>104-6064<br>TLSP        | \$2,000,000                                    |
| San Bernardino Associated Governments<br>SANBAG<br>08-San Bernardino<br><br><b>June 10</b> | Total Construction: \$4,624,000.  |   |                                    |  |
| 24<br>\$1,000,000  | In Orange County. <u>Outcome/Output:</u> The overall project will improve traffic flow, reduce traffic delays, reduce incident response time, and decrease emissions at over 530 intersections along approximately 158 miles of arterial streets  | 12-402874L<br><br>CONST<br>\$1,000,000  | 2010-11<br>104-6064<br>TLSP        | \$1,000,000                                    |
| Orange County Transportation Authority<br>OCTA<br>12-Orange<br><br><b>Aug 10</b>           | Total Construction Cost: \$8,000,000.   |   |                                    |  |

**Projects Delivered But Not Yet Allocated**

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Reference No: 4.9

**ATTACHMENT 1**

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>District-County   | Project Title<br>Project Description  | EA<br>Program/Year<br>Phase<br>Prgm'd Amount   | Budget Year<br>Item #<br>Fund Type           | Amount by<br>Fund Type |
|--|---|--|--|------------------------|
| <b>Proposition 1B – Locally Administered SLPP Projects on the State Highway System</b>   |   |  |  |                        |
| 25<br>\$1,000,000<br>San Luis Obispo County<br><u>SLOCOG</u><br>San Luis Obispo<br>05S-SLO-101<br>5.9/6.9<br><br><b>June 10</b>            | In Nipomo, from 0.9 mile north of Tefft Street to 1.6 miles south of Los Berros Road, and on Willow Road from Pomeroy Road to Thompson Avenue. Extend Willow Road and construct interchange.<br><br>Final Project Development Adjustment: N/A<br>Final Right of Way Share Adjustment: N/A<br><br>(Contributions from local sources: \$18,621,000.)<br><br>(LONP for \$1,000,000 SLPP CONST approved 6/30/10 [Resolution LONP1B-A-0910-04]. STIP allocation of \$10,000,000 approved 7/1/10 [Resolution FP-09-60].)<br><br>(Future Consideration of Funding – Resolution E-09-85, October 2009.)<br><br><u>Outcome/Output:</u> 26 Lane Miles added; Daily Travel Time Savings of 475 hours; Peak Period Time Savings of 5,678 minutes. | 47450<br>05-4745<br>SLPP / 09-10<br>CONST<br>\$1,000,000<br><br>RIP / 10-11<br>CONST<br>\$10,000,000 | 2009-10<br>304-6060<br>SLPP                  | \$1,000,000            |
| <b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>                                  |   |  |  |                        |
| 26<br>\$20,000,000<br>Los Angeles County<br>Metropolitan Transportation Authority<br><u>LACMTA</u><br>07-Los Angeles<br><br><b>Sept 10</b> | Along the Interstate 10 and Interstate 110 corridors. Convert high occupancy vehicle (HOV) lanes to high occupancy toll lanes.<br><br>(Contributions from local sources: \$44,700,000.)<br><br>(Concurrent Consideration of Funding – Resolution E-10-76.)<br><br><u>Outcome/Output:</u> The conversion of the HOV lanes on these 2 freeways will reduce congestion, decrease greenhouse gas emissions, increase travel time savings and provide better trip reliability.   | SLPP / 10-11<br>CONST<br>\$20,000,000<br><br>27440   | 2009-10<br>304-6060<br>SLPP<br>20.20.724.000 | \$20,000,000           |
| <b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>                                  |   |  |  |                        |
| 27<br>\$1,000,000<br>City of Riverside<br><u>RCTC</u><br>08S-Riv-91<br>12.2/12.7<br><br><b>June 10</b>                                     | In Riverside, eastbound between La Sierra Avenue and Tyler Street. Add auxiliary lane.<br><br>(Contributions from local sources: \$2,100,000.)<br>(CEQA – CE, 06/30/10)<br><br><u>Outcome/Output:</u> Ensure travel safety and reliability for all people and goods in the region by constructing an auxiliary lane to accommodate current and estimated future traffic to provide an acceptable level of service and to insure travel safety by reducing the existing queuing on the mainline freeway during peak hours.   | 0N3201<br>SLPP / 09-10<br>CONST<br>\$1,000,000   | 2009-10<br>304-6060<br>SLPP                  | \$1,000,000            |
| <b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>                                  |   |  |  |                        |

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| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>District-County   | Project Title<br>Project Description  | EA<br>Program/Year<br>Phase<br>Prgm'd Amount       | Budget Year<br>Item #<br>Fund Type                       | Amount by<br>Fund Type |
|--|---|--|--|------------------------|
| <b>Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>                              |   |  |  |                        |
| 28<br>\$31,000<br>City of Nevada<br>City<br><u>Nevada CTC</u><br>03-Nevada<br><br><b>June 10</b>                     | Searls Avenue Repaving. On portions of Searls Avenue between Bost Avenue and Ridge Road. Repave existing roadway.<br><br>(Contributions from local sources: \$31,000)<br><br>(CEQA – CE, 04/27/10)<br><br><u>Outcome/Output:</u> Provide a smoother and safer roadway surface and reduce maintenance costs. Extend the useful life of the roadway by at least 20 years.   | 0L2224<br>SLPP / 09-10<br>CONST<br>\$31,000        | 2009-10<br>104-6060<br>SLPP                              | \$31,000               |
| 29<br>\$1,000,000<br>City of West Sacramento<br><u>SACOG</u><br>03-Yolo<br><br><b>June 10</b>                        | Tower Bridge Gateway. Along the Tower Bridge Gateway between Garden Street and the Tower Bridge. Construct two new at-grade, signalized intersections at 5 <sup>th</sup> and 3 <sup>rd</sup> Streets along with new sidewalks, bike lanes and streetscaping.<br><br>(Contributions from local sources: \$6,789,000)<br><br>(Concurrent Consideration of Funding - Resolution E-10-44, June 2010.)<br><br><b>(LONP for approved by the CTC [Resolution LONP1B-A-1011-03] on 8/12/10.)</b><br><br><u>Outcome/Output:</u> Convert former State Route 275 to a city street to fully integrate the Tower Bridge Gateway into the City's road system. Connect neighborhoods and provide a safe, attractive gateway into West Sacramento.            | 0L2314<br>SLPP / 09-10<br>CONST<br>\$1,000,000     | 2009-10<br>104-6060<br>SLPP                              | \$1,000,000            |
| 30<br>\$1,000,000<br>Bay Area Rapid Transit District<br><u>MTC</u><br>04-Alameda<br><br><b>Feb 10</b>                | Oakland Airport Connector. In Alameda County. Improve access to the Oakland International Airport using Automated Guideway Technology to connect the Airport with the BART regional rail system. The system will have two stations and operate on a 3.2-mile exclusive right-of-way without drivers or on-board attendants.<br><br>(Contributions from local sources: \$43,800,000.)<br><br>(Future Consideration of Funding – Resolution E-10-16, February 2010.)<br><br><u>Outcome/Output:</u> The Connector would improve the attractiveness and competitiveness of the Oakland air passenger services within the region.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b> | R240GB<br>SLPP / 09-10<br><br>CONST<br>\$1,000,000 | <del>2009-10</del><br><b>2010-11</b><br>104-6060<br>SLPP | \$1,000,000            |
| 31<br>\$23,341,000<br>San Francisco Bay Area Rapid Transit District<br><u>MTC</u><br>04-Alameda<br><br><b>Aug 10</b> | <b>BART Warm Springs Extension</b><br>Construct a 5.4 mile extension from the existing Fremont BART Station through the subway beneath Fremont Central Park to its terminus at the Warm Springs Station.<br><br>(Contributions from local sources: \$590,037,000.)<br><br>(Future Consideration of Funding – Resolution E-03-33, September 2003.)<br><br><u>Outcome/Output:</u> Project will improve transit connections needed between the Silicon Valley and will reduce vehicle miles travelled.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>  | R898GL<br>SLPP / 10-11<br>CONST<br>\$23,341,000    | 2010-11<br>104-6060<br>SLPP                              | \$23,341,000           |

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|---|--|---|--|------------------------|
| <b>Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>                                     |  |   |  |                        |
| 32<br>\$2,295,000<br>Tulare County<br>TCAG<br>06-Tulare<br><br>June 10  | Road 108 Widening. Near the City of Tulare and in the City of Visalia, from the TID Canal (Avenue 250 alignment) to Caldwell Avenue (Avenue 280). Widen from 2 to 4 lanes.<br><br>(Agency sent Letter of No Prejudice to CTC dated: 04/27/10.)<br><b>(LONP for \$2,295,000 approved by the CTC [Resolution LONP1B-A-1011-03] on 8/12/10.)</b><br><br>(Contributions from local sources: \$15,881,000)<br><br>(Future Consideration of Funding - Resolution E-10-38, May 20, 2010)<br><br><u>Outcome/Output:</u> Construct additional lanes and median. Increase capacity and safety.   | 4C3054<br>SLPP / 09-10<br>CONST<br>\$2,295,000      | 2009-10<br>104-6060<br>SLPP                              | \$2,295,000            |
| 33<br>\$14,700,000<br>Los Angeles County<br>Metropolitan Transportation Authority<br>LACMTA<br>07-Los Angeles<br><br>Dec 09 | Los Angeles-San Fernando Valley Transit Extension. Extend the existing Bus Rapid Transit Metro Orange Line route 4 miles to the north on dedicated right of way.<br><br>(Contributions from local sources: \$14,700,000.)<br><br>(Future Consideration of Funding – Resolution E-09-102, December 2009.)<br><br><u>Outcome/Output:</u> Provide new and enhanced bus rapid transit service that will help relieve surface street congestion and improve mobility for residents.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>  | T244GA<br>SLPP / 09-10<br><br>CONST<br>\$14,700,000 | <del>2009-10</del><br><b>2010-11</b><br>104-6060<br>SLPP | \$14,700,000           |
| 34<br>\$1,000,000<br>City of Moreno Valley<br>RCTC<br>08-Riverside<br><br>June 10   | Cactus Avenue Improvements. In the city of Moreno Valley, on Cactus Avenue from Lasselle Street to Nason Street. Removal of sub-standard paving and replacement with four full travel lanes, sidewalks and parkways.<br><br>(Contributions from local sources: \$4,500,000.)<br><br>(Concurrent Consideration of Funding - Resolution E-10-55, June 2010.)<br><br><u>Outcome/Output:</u> Widen Cactus Avenue from two lanes to four lanes with sidewalks and parkways and will enhance vehicular capacity, vehicular safety and pedestrian safety.   | 0G0564<br>SLPP / 09-10<br><br>CONST<br>\$1,000,000  | 2009-10<br>104-6060<br>SLPP                              | \$1,000,000            |
| 35<br>\$1,000,000<br>City of Moreno Valley<br>RCTC<br>08-Riverside<br><br>Nov 10  | In Riverside County. On Eucalyptus Avenue from Redlands Boulevard to Theodore Street. Construct new road.<br><br>(Note: West-bound (north half) of the new one-mile long road will consist of two travel lanes and a sidewalk. East-bound (south half) will consist of one travel lane. The scope also includes a landscaped median.)<br><br>(Future Consideration of Funding – Resolution E-10-56, June 2010.)<br><br>(Contributions from local sources: \$4,404,945.)<br><br><u>Outcome/Output:</u> Provide greater capacity of truck traffic. Improvements will allow easier access to this area, increase the safety of vehicle traffic and pedestrians and add a bus stop access. | 0G0554L<br>SLPP/09-10<br><br>CONST<br>\$1,000,000   | 2009-10<br>104-6060<br>SLPP<br>20.30.210.200             | \$1,000,000            |

**ATTACHMENT 1**

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>District-County  | Project Title<br>Project Description  | EA<br>Program/Year<br>Phase<br>Prgm'd Amount        | Budget Year<br>Item #<br>Fund Type                       | Amount by<br>Fund Type |
|---|---|---|--|------------------------|
| <b>Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>   |   |   |  |                        |
| 36<br>\$34,480,000<br>Los Angeles<br>County<br>Metropolitan<br>Transportation<br>Authority<br>LACMTA<br>07-Los Angeles<br><br><b>Aug 10</b> | Los Angeles-San Fernando Valley Transit Extension.<br>Extend the existing Bus Rapid Transit Metro Gold Line route<br>4 miles to the north on a dedicated right of way.<br><br>(Contributions from local sources: \$78,214,000)<br><br>(Future Consideration of Funding – Resolution E-09-102,<br>December 2009.)<br><br><u>Outcome/Output:</u> Provide new and enhanced bus rapid<br>transit service that will help relieve surface street congestion<br>and improve mobility for residents.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON<br/>                     APPROVAL OF A BUDGET REVISION BY THE<br/>                     DEPARTMENT OF FINANCE.</b> | T244GB<br>SLPP / 09-10<br><br>CONST<br>\$34,480,000 | 2010-11<br>104-6060<br>SLPP                              | \$34,480,000           |
| 37<br>\$1,000,000<br>City of Merced<br>MCAG<br>10-Merced<br><br><b>Aug 10</b>   | City of Merced Yosemite Avenue Reconstruction Project.<br>On Yosemite Avenue between G Street and Mansionette<br>Avenue. Widen and construct curb, gutter, sidewalks and<br>streetscape.<br><br>(Contributions from local sources: \$1,100,000.)<br><br>(Concurrent Consideration of Funding – Resolution E-10-72.)<br><br><u>Outcome/Output:</u> Widen Yosemite Avenue between G<br>Street and Mansionette Avenue to five lane arterial road,<br>realign the intersections of Yosemite Avenue with G Street<br>and Mansionette Avenue, and construct new curb gutter,<br>sidewalks, and streetscape along Yosemite Avenue between<br>the project limits.       | 4A3364<br>SLPP / 10-11<br><br>CONST<br>\$1,000,000  | 2009-10<br>104-6060<br>SLPP                              | \$1,000,000            |
| 38<br>\$31,097,000<br>San Diego<br>Association of<br>Government<br>SANDAG<br>11-San Diego<br><br><b>Dec 09</b>                              | Procure 57 new state-of-the-art light rail vehicles. Vehicles<br>will include an on-board deployable bridge plate to board<br>access and mobility devices.<br><br>(Contributions from local sources: \$197,235,000.)<br><br>(CEQA – CE, 12/01/09)<br><br><u>Outcome/Output:</u> New vehicles will increase passenger<br>capacity by six percent and provide increased efficiency.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON<br/>                     APPROVAL OF A BUDGET REVISION BY THE<br/>                     DEPARTMENT OF FINANCE.</b>  | R245GA<br>SLPP / 09-10<br><br>CONST<br>\$31,097,000 | <del>2009-10</del><br><b>2010-11</b><br>104-6060<br>SLPP | \$31,097,000           |

ATTACHMENT 1

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>Dist-Co-Rte<br>Postmile                                       | Location<br>Project Description  | EA<br>Program/Year<br>Phase<br>Prgm'd Amount       | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type |
|--|--|--|------------------------------------|------------------------|
| <b>Proposition 1A – High-Speed Passenger Train Bond Program - Positive Train Control (Intercity)</b>                     |  |  |                                    |                        |
| 39<br>\$46,550,000<br>Southern California<br>Regional Rail<br>Authority<br>SCRRRA<br>75-Los Angeles<br><br><b>Aug 10</b> | <b>Metrolink Positive Train Control</b><br>Installation of predictive collision avoidance technology along the Metrolink system and Pacific Surfliner Intercity Rail Corridor.<br>(Concurrent LONP request.)<br><br>(Contributions from local sources: \$3,357,000.)<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> New control system will help prevent train-to-train collisions, prevent speeding and overspreading derailments, and help prevent train incursions in work zones.   | R001HA<br>HSR / 10-11<br><br>CONST<br>\$46,550,000 | 2010-11<br>304-6043<br>HSPTBF      | \$46,550,000           |
| 40<br>\$2,940,000<br>Department of<br>Transportation<br>LACMTA<br>07-Los Angeles<br><br><b>Aug 10</b>                    | <b>Positive Train Control – Los Angeles to Fullerton.</b><br>Install predictive collision avoidance technology along the Burlington Northern Santa Fe Railroad tracks from Los Angeles to Fullerton.<br>(Contributions from Railroad: \$2,400,000.)<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Positive Train Control system installation will provide four components: Back office systems located in Fort Worth Texas; Telecommunication links between the Network Control Center in Fort Worth and key locations; links between transmission stations and multiple control points; and computers, screens, and radios on board the locomotives.   | R003HA<br>HSR/10-11<br><br>CONST<br>\$2,940,000    | 2010-11<br>304-6043<br>HSPTBF      | \$2,940,000            |
| 41<br>\$5,000,000<br>North County<br>Transit District<br>SANDAG<br>11-San Diego<br><br><b>Aug 10</b>                     | <b>Positive Train Control – San Onofre to San Diego.</b><br>Install predictive collision avoidance technology along the Los Angeles-to-San Diego (LOSSAN) rail corridor from San Onofre to San Diego.<br>(Contributions from other sources: \$6,900,000.)<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Provide a safety overlay along the tracks that is designed to reduce the potential for train accidents by preventing track authority and speed limit violations through real time positive control of the trains. The proposed project will benefit all parties associated with railroad traffic. Major components of Positive Train Control (PTC) include: trackside signal/interface equipment; on train hardware; communications equipment; and back office equipment (hardware/software). New radio frequencies (FCC licenses) and a PTC-compliant dispatch system are also required and included in the project scope. | R004HA<br>HSR/10-11<br><br>CONST<br>\$5,000,000    | 2010-11<br>304-6043<br>HSPTBF      | \$5,000,000            |

**ATTACHMENT 1**

| Project #<br>Allocation Amount<br>Recipient<br><u>RTPA/CTC</u><br>District-County                           | Project Title<br>Project Description  | Dist-PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount | Budget Year<br>Item #<br>Fund Type | Amount by<br>Fund Type |
|---|---|---|------------------------------------|------------------------|
| <b>Proposition 1A – High-Speed Passenger Train Bond Program - Positive Train Control (Urban/Commuter)</b>   |   |   |                                    |                        |
| 42<br>\$3,500,000<br>North County<br>Transit District<br><u>SANDAG</u><br>11-San Diego<br><br><b>Aug 10</b> | <b>Positive Train Control</b><br>Install predictive collision avoidance technology throughout the Pacific Surfliner Corridor system.<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> New technology will provide additional safety and security to COASTER operations. | 11-Pending<br>HSR / 10-11<br>CONST<br>\$3,500,000   | 2010-11<br>104-6043<br>HSPTBF      | \$3,500,000            |

| Project #<br>Allocation Amount<br>Recipient<br><u>RTPA/CTC</u><br>District-County  | Project Title<br>Project Description  | EA<br>Dist-PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount   | Budget Year<br>Item #<br>Fund Type<br>Program Code               | Amount by<br>Fund Type                        |
|--|---|---|--|---|
| <b>Proposition 1A and 1B – Multi-Funded SLPP/High-Speed Passenger Train Bond Program – Position Train Control (Urban/Commuter)</b> |   |   |  |   |
| 43<br>\$22,200,000<br>Southern California<br>Regional Rail<br>Authority<br><u>SCRRA</u><br>07-Variou<br><br><b>Aug 10</b>          | <b>Positive Train Control</b><br>Install Positive Train Control (PTC) technology, throughout the entire Metrolink system, that includes the following counties: Los Angeles, Orange, San Bernardino, Riverside and Ventura.<br><br>(Concurrent LONP request.)<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Enhance safety and eliminate train-to-train collisions, speeding, over-speed derailments, incursions into track work zones and movement of a train.<br><br><b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b> | R256GA<br>HSR / 10-11<br>CONST<br>\$35,000,000<br><br>R256GB<br>SLPP / 10-11<br>CONST<br>\$10,000,000 | 2010-11<br>104-6043<br>HSPTBF<br><br>2010-11<br>104-6060<br>SLPP | \$12,200,000<br>(partial)<br><br>\$10,000,000 |

ATTACHMENT 2

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>District-County                                       | Project Title<br>Location<br>Project Description   | PPNO<br>Program/Year<br>Phase<br>Prgm'd Amount                              | Budget Year<br>Item #<br>Fund Type             | Amount by<br>Fund Type   |
|--|--|---|--|--------------------------|
| <b>Locally Administered STIP Projects off the State Highway System (COST INCREASE) (ADVANCEMENT)</b>             |  |   |  |                          |
| 1<br>\$38,950,000<br>City of Bakersfield<br>KCOG<br>06-Kern<br><br>June 10                                       | Westside Parkway-Phase 6. In Bakersfield, from Allen Road to Heath Road/West Beltway. Extend Parkway.<br><br><b>The City is requesting an allocation of \$38,000,000 \$38,950,000, which is \$12,000,000 \$12,950,000 over the programmed amount. The project is eligible for federal funds. If approved for funding with federal funds then the split will be \$33,644,400 \$34,482,435 federal and \$4,358,500 \$4,467,565 state.</b><br><br>(Additional \$12,950,000 to be programmed from future Kern County RIP shares.)<br><br><u>Outcome/Output:</u> Extend new freeway from Allen Road to Heath Road/West Beltway (Segment 6) to improve traffic operation, provide new access, and improve safety conditions. | 06-8705H<br>RIP / 12-13<br>CONST<br><del>\$26,000,000</del><br>\$38,950,000 | 2010-11<br>101-0042<br>SHA                     | \$38,950,000             |
| 2<br>\$1,619,000<br>Mono County<br>Mono LTC<br>09-Mono<br><br>Nov 10   | Owens Gorge Road Rehabilitation. Near Toms Place on Owens Gorge Road between Route 395 and the end of existing pavement. Rehabilitate and overlay.<br><br>(CEQA – CE, 04/25/08)<br><br><u>Outcome/Output:</u> Stabilize hillside erosion and rehabilitate, widen, and extend the useful life of approximately 4.3 miles of deteriorated roadway.   | 09-2012<br>RIP/10-11<br>CONST<br>\$1,619,000                                | 2009-10<br>101-0042<br>SHA                     | \$1,619,000              |
| <b>Proposition 1A – High-Speed Passenger Train Bond Program - Other (Urban/Commuter)</b>                         |  |   |  |                          |
| 3<br>\$19,285,000<br>San Diego Association of Governments<br>SANDAG<br>11-San Diego<br><br>Aug 10                | <b>Blue Line Light Rail Improvements</b><br>Improve existing rail infrastructure on the Blue Line trolley including replacement of the switches and signaling system, and reconstruction of existing station platforms.<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Provide for improved service flexibility and reliability for light rail operations.   | 11-Pending<br>HSR / 10-11<br>CONST<br>\$19,285,000                          | 2010-11<br>104-6043<br>HSPTBF                  | \$19,285,000             |
| 4<br>\$17,707,000<br>Southern California Regional Rail Authority<br>LACMTA<br>7-Los Angeles<br><br>Aug 10        | <b>Rehabilitation and Renovation of the Metrolink System</b><br>Improve railroad infrastructure for continued operations on the Metrolink system.<br><br>(CEQA - Exempt)<br><br><u>Outcome/Output:</u> Allow for more reliable and timely connections to high-speed train system.  | 7-Pending<br>HSR / 10-11<br>PS&E<br>\$884,000<br>CONST<br>\$16,823,000      | 2010-11<br>104-6043<br>HSPTBF                  | \$17,707,000             |
| 5<br>\$5,744,000<br>Los Angeles Metropolitan Transportation Authority<br>LACMTA<br>07-Los Angeles<br><br>Sept 10 | <b>Regional Connector Transit Corridor.</b><br>Construction of two mile extension that will connect the Metro light rail system to high speed rail through downtown Los Angeles.<br><br><u>Outcome/Output:</u> Completion of State and federal environmental documents.  | 07-4381<br>HSR/10-11<br>PA&ED<br>\$114,874,000                              | 2010-11<br>104-6043<br>HSPTBF<br>30.10.100.000 | \$5,744,000<br>(Partial) |