

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

**October 8, 2013
Modesto, California**

Monday, October 7, 2013

5:30 PM **Reception**
 Gallo Center of the Arts
 1000 I Street
 Modesto, CA

7:00 PM **Commissioners' Dinner**
 Galletto's Restaurant
 1101 J Street
 Modesto, CA

Tuesday, October 8, 2013

9:00 AM **Commission Meeting**
 Stanislaus County Administration Building
 Board Chambers, Basement Level
 1010 10th Street
 Modesto, CA

To view the live webcast of this meeting, please visit: <http://media2.co.stanislaus.ca.us:8080/CADOT>

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

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

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

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

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

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

Next regularly scheduled CTC Meeting is on December 11, 2013 in Riverside (Subject to change)

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
9:00 AM	GENERAL BUSINESS				
1	Roll Call	1.1	James Ghielmetti	I	C
	Resolutions of Necessity – Appearances				
2 8 Ayes	Resolution of Necessity – Appearance --Makram A. Hanna and Maureen T. Hanna 11-SD-11-PM 1.52 Resolution C-21102	2.4a.	Stephen Maller Laurie Berman	A	D
3 8 Ayes	Resolution of Necessity – Appearance --International Satellite Promotions, Inc., a California Corporation 07-LA-5-PM 1.40 Resolution C-21107	2.4a.(1)	Stephen Maller Carrie Bowen	A	D
4	Approval of Minutes for August 6, 2013	1.2	James Ghielmetti	A	C
5	Executive Director's Report • 2013 Annual Report	1.3	Andre Boutros	A	C
6	Commission Reports	1.4	James Ghielmetti	A	C
7	Commissioners' Meetings for Compensation	1.5	James Ghielmetti	A	C
	CALIFORNIA STATE TRANSPORTATION AGENCY REPORT				
8	Report by Agency Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
	CALTRANS REPORT				
9	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT				
10	Report by FHWA California Division Administrator	1.11	Vincent Mammano	I	F
	LOCAL REPORTS				
11	Welcome to the Region	1.12	Carlos Yamzon	I	R
12	Report by Regional Agencies Moderator	1.8	Adriann Cardoso	I	R
13	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R
14	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
	POLICY MATTERS				
15	State and Federal Legislative Matters	4.1	Laura Pennebaker	A	C
16	Draft Amendment to Commission Conflict of Interest Code	4.21	Susan Bransen	A	C
17	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Ron Sheppard	I	D
18	Correction to Adopted 2014 Fund Estimate Resolution G-13-11, Amending Resolution G-13-08	4.15	Mitchell Weiss Ron Sheppard	A	D
19	Proposition 1B Administrative Cost Update	4.16	Mitchell Weiss	A	C
20	Buy America Update	4.22	Stephen Maller Brent Green	I	D
21	California Transportation Infrastructure Priorities	4.3	Brian Kelly	I	T
22 10:00 AM	Hearing – Program of Projects for the FFY 2011-12 Federal Transit Administration Section 5310 Elderly & Disabled Transit Program	4.8	Juan Guzman	A	C
23	Adoption of the FFY 2011-12 Federal Transit Administration Section 5310 Elderly & Disabled Transit Program Resolution G-13-10	4.9	Juan Guzman	A	C
	INFORMATION CALENDAR		Stephen Maller		
24	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$27,966,00 for 15 projects. -- SHOPP Safety G-03-10 Allocations (2.5f.(3)): \$2,351,000 for three projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$3,077,000 for four District minor projects.	2.5f.		I	D
25	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D

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26	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D
27	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per FY 2005-06 Allocation Plan and Criteria and Resolution G-06-08	3.2b.		I	D
28	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
29	Final Close-Out Report on FY 2012-13 Minor Program Lump Sum Allocation	3.5		I	D
30	Final Close-Out Report on Fiscal Year 2012-13 Right of Way Capital Lump Sum Allocation	3.6		I	D
31	Final Expenditures Report for STIP Projects	3.13		I	D
32	Fourth Quarter FY 2012-13 – Finance Report	3.7		I	D
33	Fourth Quarter FY 2012-13 – Rail Operations Report	3.8		I	D
34	Quarterly Report – Local Assistance Lump Sum Allocation for the period ending June 30, 2013	3.11		I	D
35	Third Quarter – Balance Report and AB 1012 – “Use It or Lose It” provision for FFY 2011 Unobligated CMAQ and RSTP Funds	3.12		I	D
36	Notice of Advice and Consent on the Transportation Development Act Regulations	4.12		I	D
	<u>CONSENT CALENDAR</u>		Stephen Maller		
37	The Department proposes to amend the SR 99 baseline amendment for the Arboleda Road Freeway project (PPNO 5414) in Merced County to revise the project limits. Resolution R99-PA-1314-02, Amending Resolution R99-PA-1213-20	2.1c.(2a)		A	D
38	The San Bernardino Association of Governments proposes to amend the TCIF baseline agreement for Project 64 (Lenwood Road Grade Separation [PPNO 1135] to change the implementing agency. Resolution TCIF-P-1314-06, Amending Resolution TCIF-P-1213-78	2.1c.(5a)		A	D
39	The Riverside County Transportation Commission and the County of Riverside propose to amend the TCIF baseline agreement for Project 46 (Sunset Avenue Grade Separation [PPNO 1122] to change the implementing agency for the construction component. Resolution TCIF-P-1314-07, Amending Resolutions TCIF-P-1213-65 <i>(Related Item under Tab 50.)</i>	2.1c.(5b)		A	D
40	06-Ker-58, PM R143.5/R143.9, 08-SBd-58, PM 0.0/12.9 State Route 58 Kramer Junction Expressway Project Widen a portion of SR-58 from two lanes to four lanes near the town of Boron. (DEIR) (PPNO 0215C) (STIP)	2.2b.		A	D
41	Approval of Project for Future Consideration of Funding: 03 – Yuba County SR 70/Feather River Boulevard Interchange Project – construction of interchange near the City of Marysville. (MND) (TCIF) (PPNO 0366D) Resolution E-13-67 <i>(Related Item under Tab 58 and 59.)</i>	2.2c.(1)		A	C

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42	Approval of Project for Future Consideration of Funding: 04 - San Mateo County Highway 1 San Pedro Creek Bridge Replacement Project – bridge removal and reconstruction in the city of Pacifica. (MND) (STIP) (PPNO 2140H) Resolution E-13-68	2.2c.(2)		A	C
43	Approval of Project for Future Consideration of Funding: 04 – Solano County Fairfield/Vacaville Train Station Project - construction of a new Capitol Corridor train station in the city of Fairfield. (MND) (STIP) (PPNO 6045K) Resolution E-13-69 <i>(Related Item under Tab 83.)</i>	2.2c.(3)		A	C
44	Approval of Project for Future Consideration of Funding: 09 – Kern County West Ridgecrest Road Widening Project – widen West Ridgecrest Road from two to four lanes in the city of Ridgecrest. (ND) (STIP) (PPNO 2022) Resolution E-13-70 <i>(Related Item under Tab 71.)</i>	2.2c.(4)		A	C
45	Approval of Project for Future Consideration of Funding: 03-Sac-5, PM 9.7/22.5 Interstate 5 Bus/Carpool Lanes Project. Addition of bus/carpool lanes on a portion of I-5 near the city of Sacramento. (FEIR) (PPNOs 5813, 5835 and 5836) (STIP) Resolution E-13-79	2.2c.(6)		A	D

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46	<p>Approval of Project(s) for Future Consideration of Funding and/or Road Adoption:</p> <p>01-Hum-101, PM 60.3 Fortuna Maintenance Station Project. Excavation and removal of contaminated soil at an existing Caltrans maintenance station on SR-101 in the town of Fortuna. (ND) (PPNO 2284) (SHOPP) Resolution E-13-71</p> <p>03-But-70, PM 23.91/24.46 Flag Canyon Creek Bridge Replacement Project. Replace existing bridge on SR-70 near the city of Oroville. (MND) (PPNO 2282) (SHOPP) Resolution E-13-72</p> <p>04-Nap-29, PM 47.0/47.2 Troutdale Creek Bridge Replacement Project Replace an existing bridge on SR-29 near the city of Calistoga. (ND) (PPNO 0382D) (SHOPP) Resolution E-13-73</p> <p>05-SLO-1, PM 73.7/74.0 Elephant Trunk Slide Permanent Restoration Project. Roadway improvements to stabilize a portion of Highway 1 near the community of Ragged Point. (ND) (PPNO 2331) (SHOPP) Resolution E-13-74</p> <p>05-SBt-25, PM 18.8/19.5 Route 25 Curve Realignment Project. Roadway improvements on a portion of SR-25 near the town of Paicines. (MND) (PPNO 2293) (SHOPP) Resolution E-13-75</p> <p>06-Fre-33, PM 10.9/11.1 Jacalitos Creek Bridge Replacement Project. Replace an existing bridge on SR-33 near the city of Coalinga. (MND) (PPNO 1280) (SHOPP) Resolution E-13-76</p> <p>08-SBd-10, PM 17.8/19.3 Interstate 10/Cedar Avenue Interchange Improvement Project Improvements to an existing interchange on I-10 at Cedar Avenue in the community of Bloomington. (MND) (EA 1A8300) (Local) Resolution E- 13-77</p> <p>09-Mno-395, PM 52.3/53.7 Lee Vining Rockfall Safety Project. Roadway improvements on a portion of US-395 near the town of Lee Vining. (MND) (PPNO 0566) (SHOPP) Resolution E-13-78</p>	2.2c.(5)		A	D

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47	<p>Seven Relinquishment Resolutions –</p> <p>-- 01-Lak-29-PM 6.0 Right of way along Route 29 at Wardlaw Street, in the unincorporated Town of Middletown, county of Lake. Resolution R-3881</p> <p>-- 04-SM-101-PM 14.8 Right of way along Route 101 on Airport Boulevard, in the city of San Mateo. Resolution R-3882</p> <p>-- 07-Ven-1-PM 21.0, 05-Ven-101-PM 22.5/R23.0 Right of way adjacent to Routes 1 and 101 on Wagon Wheel Road, in the city of Oxnard. Resolution R-3884</p> <p>-- 10-SJ-4-PM 6.0 Right of way along Route 4 on Tracy Boulevard, in the county of San Joaquin. Resolution R-3885</p> <p>-- 11-SD-5-PM R40.69 Right of way along Route 5 at Regal Road, in the city of Encinitas. Resolution R-3886</p> <p>-- 11-SD-5-PM R30.4 Right of way along Route 5 at Roselle Street, in the city of San Diego. Resolution R-3887</p> <p>-- 11-SD-52-PM 16.8 Right of way along Route 52 at Cottonwood Avenue, in the city of Santee. Resolution R-3888</p>	2.3c.		A	D
48 8 Ayes	<p>17 Resolutions of Necessity Resolutions C-21103 through C-21105, C-21108 through C-21114, C-21116 and Resolution C-21119 through C-21124</p>	2.4b.		A	D
49	<p>Director’s Deeds Items 1 through 50 Excess Lands - Return to State: \$10,876,916 Return to Others: \$0</p>	2.4d		A	D
50	<p>Financial Allocation Amendment: Revise the original TCIF allocation for construction for Project 46 (Sunset Avenue Grade Separation project [PPNO 1122]), in Riverside County, to revise the project recipient from “City of Banning” to “Riverside County.” Resolution TCIF-AA-1314-04, Amending Resolution TCIF-A-1213-16 <i>(Related Item under Tab 39.)</i></p>	2.5g.(5)		A	D
51	<p>Technical correction to Resolution GS1B-A-1112-005, originally approved on May 23, 2012 for \$12,157,000 for two locally administered HRCSA projects. A technical correction is needed for Project 1 – Bardsley Avenue Grade Separation project in Tulare County, to revise the Project ID number.</p>	2.9a.		A	D

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52	Technical correction to Resolution FP-12-67, originally approved June 11, 2013, allocating \$9,643,000 for 18 locally administered STIP projects, off the State Highway System. A technical correction is needed for Project 1 - Planning, Programming and Monitoring project for the El Dorado County Transportation Commission, to revise the Project ID number.	2.9b.		A	D
53	Technical correction to Resolution SLP1B-A-1213-18, originally approved March 5, 2013, allocating \$30,827,000 for 47 locally administered SLPP projects, off the State Highway System. A technical correction is needed for Project 20 - Willoughby Road Resurfacing project and for Project 21 - Dogwood Road Resurfacing project, both in Imperial County, to revise the Project ID number for each.	2.9c.		A	D
<u>END OF CONSENT CALENDAR</u>					
<u>Environmental Matters</u>					
54	Approval of Project for Future Consideration of Funding: 08-SBd-58, PM 22.2/31.1 State Route 58 Hinkley Expressway Project. Widen a portion of SR-58 from two lanes to four lanes in and near the town of Hinkley. (FEIR) (PPNO 0217F) (STIP) Resolution E-13-80	2.2c.(7)	Laura Pennebaker Katrina Pierce	A	D
<u>PROGRAM STATUS</u>					
55	Proposition 1B – Quarterly Reports --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Rail Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridor Improvement Fund (3.9h.)	3.9	Stephen Maller Rachel Falsetti	I	D
56	Fourth Quarter FY 2012-13 – Project Delivery Report	3.10	Stephen Maller Jim Davis	I	D
<u>POLICY MATTERS</u>					
57	State Route 99 Corridor Bond Program – Prudent Reserve Quarterly Update and Reserve Reduction Resolution R99-P-1314-02	4.7	Stephen Maller Rachel Falsetti	A	D
58	Trade Corridors Improvement Fund – Program Amendment Add Feather River Interchange Project to the TCIF program utilizing \$4.361 million in net available Northern Coalition program savings Resolution TCIF-P-1314-04 (Related Item under Tab 41 and 59.)	4.4	Stephen Maller	A	C
59	Trade Corridors Improvement Fund – Baseline Agreements Approve Feather River Interchange Project and SCI-101 Freeway Performance Initiative Project baseline agreement. Resolution TCIF-P-1314-05B (Related Item under Tab 41, 58, 68 and 69.)	4.5	Stephen Maller	A	C
60	State Route 99 Corridor Bond Program – Amendment Add Pelandale Interchange Reconstruction project to the SR 99 Bond program utilizing net available program savings and approve project baseline agreement. Resolution R99-P-1314-01 (Related Item under Tab 80.)	4.6	Stephen Maller	A	C

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61	Proposition 1A - High-Speed Passenger Train Bond Program Amendment Resolution HST1A-P-1314-01	4.10	Laurel Janssen	A	C
62	Proposition 1B Intercity Rail Improvement Program Amendment Resolution ICR1B-P-1314-02, Amending Resolution ICR1B-P-1314-01	4.13	Juan Guzman Bill Bronte	A	D
63	Update to Eureka Non-Freeway Alternative Project Funding Policy Resolution G-13-14, Amending Resolution G-01-32	4.14	Laurel Janssen Rachel Falsetti	A	D
<u>Right of Way Matters</u>					
64	Airspace Lease --Request to Directly Negotiate with German Motors Inc. DBA BMW of San Francisco	2.4c	Stephen Maller Brent Green	A	D
<u>POLICY MATTERS</u>					
65	Proposed 2014-15 Allocation Set-Aside for the PUC Railroad Grade Crossing Maintenance Program Resolution G-13-15	4.19	Juan Guzman	A	C
66	Presentation of the Draft FY 2012-13 Environmental Enhancement Mitigation Program	4.20	Juan Guzman	I	C
<u>TCRP Allocation Amendments for Action</u>					
67	The Department and the San Diego Association of Governments are requesting to amend TCRP Project 74.9, Pacific Surfliner – Santa Margarita River Bridge and Double Track and TCRP Project 84, Route 52 – Four miles of new six-lane freeway to Santee, Mission Gorge to Route 67, to program an additional \$1,300,000 in TCRP funds for the construction phase on Project 74.9 and to de-allocate \$1,300,000 in savings from Right of Way (R/W) on Project 84 and redistribute to the construction phase on Project 74.9, all in San Diego County. Resolution TAA-13-01, Amending Resolution TAA-10-06 Resolution TFP-13-03, Amending Resolution TFP-07-07 and Amending Resolution TFP-06-09	2.1a./ 2.6e.	Juan Guzman Rachel Falsetti	A	D
<u>Financial Allocations for SHOPP Projects</u>					
68	Financial Allocation: \$47,380,000 for 10 SHOPP projects, as follows -- \$40,786,000 for seven SHOPP projects. --\$6,594,000 for three projects amended into the SHOPP by Departmental action. Resolution FP-13-17 <i>(Related Item under Tab 59.)</i>	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D
<u>Financial Allocations for SHOPP/TCIF Projects</u>					
69	Financial Allocation: \$15,000,000 for the SHOPP/TCIF Project 94 (Santa Clara – US 101 Freeway Performance Initiative project [PPNO 0449R]) in Santa Clara County. Resolution FP-13-18 Resolution TCIF-A-1314-08 <i>(Related Item under Tab 59.)</i>	2.5b.(2)	Stephen Maller Rachel Falsetti	A	D
<u>Financial Allocations for STIP Projects</u>					
70	Financial Allocation: \$52,440,000 for four State administered STIP projects on the State Highway System. Contributions from other sources: \$28,340,000. Resolution FP-13-19	2.5c.(1)	Laurel Janssen Rachel Falsetti	A	D

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71	Financial Allocations: \$15,700,000 for 13 locally administered STIP projects off the State Highway System, as follows: --\$14,075,000 for five STIP projects. --\$ 1,040,000 for three STIP TE projects. --\$585,000 for five STIP Planning, Programming, and Monitoring projects. Contributions from other sources: \$5,088,000. Resolution FP-13-20 <i>(Related Item under Tab 44.)</i>	2.5c.(3a)	Laurel Janssen Rachel Falsetti	A	D
Financial Allocations for Proposition 1A High Speed Passenger Train Bond Projects – Urban and Commuter					
72	Financial Allocation: \$141,752,000 for two Proposition 1A High-Speed Passenger Train Bond – Urban/Commuter Program projects. Contributions for other sources: \$385,752,000. Resolution HST1A-A-1314-01	2.6f.(2)	Laurel Janssen Jane Perez	A	D
Supplemental Allocation for Locally Administered STIP Projects					
73	Supplemental Financial Allocation: \$70,000 for the locally administered STIP TE Bridge Arbor Bikeway project (PPNO 3036C) in Lake County, off the State Highway System. Resolution FP-13-___	2.5c.(3b)	Laurel Janssen Rachel Falsetti	A	D
Allocation for Projects that Exceed their Programmed Amount by More than 20 Percent					
74	Financial Allocation: \$1,378,000 for one SHOPP project with costs that exceed 20 percent of the programmed amount. 04-Son-116 – SHOPP project in Sonoma County. Current programmed amount is \$680,000 and the current estimate is \$1,378,000, for an increase of 102.7 percent over the programmed amount. Resolution FP-13-22	2.5d.(1)	Mitchell Weiss Bijan Sartipi	A	D
75	Financial Allocation: \$16,584,000 for one SHOPP project with costs that exceed 20 percent of the programmed amount. 04-SM-101 – SHOPP project in San Mateo County. Current programmed amount is \$9,320,000 and the current estimate is \$16,584,000, for an increase of 77.9 percent over the programmed amount. Resolution FP-13-23	2.5d.(2)	Mitchell Weiss Bijan Sartipi	A	D
76	Financial Allocation: \$923,000 for one SHOPP project with costs that exceed 20 percent of the programmed amount. 07-LA-105 – SHOPP project in Los Angeles County. Current programmed amount is \$500,000 and the current estimate is \$923,000, for an increase of 84.6 percent over the programmed amount. Resolution FP-13-24	2.5d.(3)	Mitchell Weiss Carrie Bowen	A	D
Financial Allocations for Supplemental Funds					
77	Financial Allocation: \$1,470,000 in supplemental funds for the previously voted SHOPP Bridge Scour Mitigation (PPNO 0227F) project in San Bernardino County to complete construction. The current SHOPP allocation is \$13,008,000. This request for \$1,470,000 results in an increase of 11.3 percent over the current allocation. Resolution FA-13-07	2.5e.(1)	Mitchell Weiss Basem Maullem	A	D

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78	Financial Allocation: \$732,000 in supplemental funds for one previously voted multi-funded project to complete construction of the East Sonora Bypass Stage II project (PPNO 0021B) in Tuolumne County. The current allocation is \$26,560,000. The request for \$732,000 in RIP and IIP funds results in an increase of 2.8 percent over the current construction budget. Resolution FA-13-08	2.5e.(2)	Mitchell Weiss Amarjeet Benipal	A	D
79	Financial Allocation: \$560,000 in supplemental funds for one previously voted multi-funded project to complete construction of the Salinas Road Interchange project (PPNO 0032G) in Monterey County. The current allocation is \$15,078,000. The request for \$560,000 in RIP funds results in an increase of 3.7 percent over the current construction budget. Resolution FA-13-09	2.5e.(3)	Mitchell Weiss Tim Gubbins	A	D
<u>Financial Allocations for Proposition 1B RTE 99 Projects</u>					
80	Financial Allocation: \$43,800,000 for the locally administered Pelandale Interchange Reconstruction (PPNO 9460) SR99 project, in Stanislaus County, on the State Highway System. Resolution R99-A-1314-01 <i>(Related Item under Tab 60.)</i>	2.5g.(2a)	Stephen Maller Rachel Falsetti	A	D
<u>Financial Allocations for Proposition 1B HRCSA Projects off the State Highway System</u>					
81	Financial Allocation: \$500,000 for the locally administered Woodley Avenue Grade Crossing Safety Improvements (PPNO 75-Rail) HRCSA project, in Los Angeles County, off the State Highway System. Contributions from other sources: \$500,000. Resolution GS1B-A-1314-01	2.5g.(9)	Teresa Favila Bill Bronte	A	D
<u>Lump Sum Allocations</u>					
82	Financial Allocation: \$1,505,578,000 in federal funds for Federal Fiscal Year 2013-14 Local Assistance Lump Sum Allocation. Resolution FM-13-01	2.5h.	Laurel Janssen Rihui Zhang	A	D
<u>Financial Allocations for STIP Rail Projects</u>					
83	Financial Allocation: \$4,400,000 for the locally administered Capitol Corridor – Fairfield/Vacaville Train Station (PPNO 75-6045K) STIP Rail project, in Solano County. Contributions from other sources: \$57,000,000. Resolution MFP-13-01 <i>(Related Item under Tab 43.)</i>	2.6a.(1)	Juan Guzman Bill Bronte	A	D
84	Financial Allocation: \$20,500,000 for the State administered Stockton to Escalon- Double Track Project (Segment 3) (PPNO 75-2030A) STIP Rail project, in San Joaquin County. Resolution MFP-13-02	2.6a.(2)	Juan Guzman Bill Bronte	A	D
<u>Financial Allocation for Other Transit Projects</u>					
85	Financial Allocation: \$79,266,000 in Public Transportation Account funds for Intercity Rail Operations and Feeder Bus Service on the Pacific Surfliner and San Joaquin Routes. Resolution MFP-13-03	2.6d.	Juan Guzman Bill Bronte	A	D
<u>Request to Extend the Period of Contract Award</u>					
86	Request to extend the period of contract award for three locally-administered STIP projects, off the State Highway System, totaling \$2,431,000 per Resolution G-06-08. Waiver 13-42	2.8b.(1)	Juan Guzman Rihui Zhang	A	D

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87	Request to Extend the Period of Contract Award for five locally-administered SLPP projects, off the State Highway System, totaling \$9,503,000 per SLPP Guidelines. Waiver 13-43	2.8b.(2)	Juan Guzman Rihui Zhang	A	D
88	Request to extend the period of contract award for two SHOPP projects for \$12,525,000 and one STIP TE project for \$900,000, per Resolution G-06-08. Waiver 13-44	2.8b.(3)	Juan Guzman Rachel Falsetti	A	D
89	Request to extend the period of contract award for one locally administered SLPP project, on the State Highway System, to reconstruct I-10/Monterey Avenue interchange in Riverside County for \$2,800,000, per SLPP Guidelines. Waiver 13-45	2.8b.(4)	Juan Guzman Rachel Falsetti	A	D
90	Request to extend the period of contract award for the Regional Connector Transit Corridor project in Los Angeles County, per HSPTB Guidelines. Waiver 13-46	2.8b.(5)	Juan Guzman Jane Perez	A	D
91	Request to extend the period of contract award for one locally administered SLPP project, on the State Highway System, to construct traffic and pedestrian safety improvements along Route 62, in San Bernardino County, for \$273,000, per SLPP Guidelines. Waiver 13-51	2.8b.(6)	Juan Guzman Rachel Falsetti	A	D
<u>Request to Extend the Period of Project Completion</u>					
92	Request to extend the Period of Project Completion for the North Torrey Pines Local Bridge Seismic Retrofit project in San Diego County, for \$2,679,466, per LBSRP Guidelines. Waiver 13-47	2.8c.(1)	Juan Guzman Rihui Zhang	A	D
93	Request to extend the period of project completion for the Antelope Valley Sealed Corridor project, per STIP Guidelines. Waiver 13-48	2.8c.(2)	Juan Guzman Jane Perez	A	D
94	Request to extend the period of project completion for the Positive Train Control project in various counties, per SLPP and HSPTB Guidelines. Waiver 13-49	2.8c.(3)	Juan Guzman Jane Perez	A	D
95	Request to extend the period of project completion for the Positive Train Control Prop 116 Rail project. Waiver 13-50	2.8c.(4)	Juan Guzman Jane Perez	A	D
<u>OTHER MATTERS / PUBLIC COMMENT</u>					
3:00 PM	<u>Adjourn</u>				

Tab # / Time	Item Description	Ref. #	Presenter	Status*
	<p><u>Highway Financial Matters</u></p> <p>\$ 66,265,000 Total SHOPP/Minor Requested for Allocation \$ 15,000,000 Total SHOPP/Proposition 1B TCIF Bond Requested for Allocation \$ 68,070,000 Total STIP Requested for Allocation \$ 44,300,000 Total Proposition 1B Bond Requested for Allocation \$ 70,000 Total Supplemental Funds Requested for Allocation – Local Agencies <u>\$ 2,762,000</u> Total Supplemental Funds Requested for Allocation – Department \$ 196,467,000 Sub-Total Project Funds Requested for Allocation</p> <p><u>\$ 33,394,000</u> Delegated Allocations \$ 229,861,000 Sub-Total, Highway Project Allocations</p> <p><u>\$ 115,193,000</u> Contributions from Other Sources \$ 345,054,000 Total Value</p> <p>Total Jobs Created: 6,210 <i>(Includes Direct, Indirect, and Induced)</i></p>			
	<p><u>Mass Transportation Financial Matters</u></p> <p>\$ 24,900,000 Total STIP Requested for Allocation <u>\$ 141,752,000</u> Total Proposition 1A Requested for Allocation \$ 166,652,000 Sub-Total, Mass Transportation Project Allocations</p> <p><u>\$ 442,752,000</u> Contributions from Other Sources \$ 609,404,000 Total State Allocations</p> <p>Total Jobs Created: 10,962 <i>(Includes Direct, Indirect, and Induced)</i></p> <p>(\$ 1,300,000) Total TCRP Requested for De-Allocation \$ 1,300,000 Total TCRP Requested for Re-Allocation</p>			

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-13-17				
1 \$6,600,000 El Dorado 03-ED-50 30.7/31.7	Near Pollock Pines, 11 miles east of Placerville at Sly Park Road Undercrossing No. 25-42. <u>Outcome/Output:</u> Replace bridge to maintain structural integrity, reduce risk to lives and properties, and to comply with the Bridge Inspection Report recommendation.	03-3291 SHOPP/13-14 \$6,700,000 0300000072 4 0F2204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$132,000 \$6,468,000
2 \$16,853,000 Contra Costa 04-CC-680 22.7/24.8	Near Marina Vista, at the Mococo Overhead Bridge and the southbound Mococo off-ramp. <u>Outcome/Output:</u> Retrofit bridge and replace off-ramp structure to maintain structural integrity, reduce risk to lives and properties and improve public safety.	04-0303B SHOPP/13-14 \$16,870,000 0400000967 4 3A8704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.113	\$337,000 \$16,516,000
3 \$2,102,000 San Francisco 04-SF-Var Var	In San Francisco and Santa Clara Counties on various routes and various locations. <u>Outcome/Output:</u> Construct Americans with Disabilities Act (ADA) curb ramps and associated ADA improvements to comply with the ADA standards.	04-0273M SHOPP/13-14 \$11,619,000 0400001152 4 4A6304	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.361	\$42,000 \$2,060,000
4 \$503,000 Santa Cruz 05-SCr-1 8.0/14.9	Near the city of Santa Cruz, from 0.4 mile south of Freedom Boulevard to 0.4 mile north of Ocean Street. <u>Outcome/Output:</u> Install eight closed circuit television cameras (CCTV) at interchanges along this highway to monitor traffic conditions and improve incidence response.	05-9000 SHOPP/13-14 \$2,956,000 0500000029 4 0C9014	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.315	\$10,000 \$493,000
5 \$2,270,000 Madera 06-Mad-99 20.2/22.7	Near Fairmead, at various locations from south of Avenue 21 1/2 to Route 152. <u>Outcome/Output:</u> Construct double thrie beam median barriers along 1.5 centerline miles to reduce the number and severity of cross median collisions.	06-6603 SHOPP/13-14 \$2,200,000 0600020447 4 0N2004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$45,000 \$2,225,000
6 \$2,500,000 Los Angeles 07-LA-10 R5.5/14.8	In the city of Los Angeles, at various locations from Route 405 to Route 110 within the Ballona Creek drainage area. <u>Outcome/Output:</u> Install sand filters and infiltration devices to remove dissolved metal pollutants and attain storm water discharge total maximum daily limit (TMDL) goals.	07-3870 SHOPP/13-14 \$5,654,000 0700020196 4 259204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$50,000 \$2,450,000
7 \$9,958,000 San Joaquin 10-SJ-4 R8.3/T14.3	Near Stockton, 0.1 mile east of Bacon Island Road to the San Joaquin River Bridge. <u>Outcome/Output:</u> Widen and upgrade roadway intersections, rehabilitate pavement, place shoulder and median rumble strips, and upgrade drainage facilities along 12 lane miles to improve traffic safety and ride quality.	10-0302 SHOPP/13-14 \$8,700,000 1000020428 4 0W1204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.120	\$199,000 \$9,759,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-13-17				
8 \$2,406,000 Placer 03-Pla-89 T8.6/12.8	In Tahoe City, from 0.1 mile north of Route 89/28 Junction to 0.5 mile north of Alpine Meadows Road. <u>Outcome/Output:</u> Install drainage system to prevent runoff from encroaching into the roadway and improve roadway safety.	03-5286 SHOPP/13-14 \$2,975,000 0312000295 4 3F4404	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$48,000 \$2,358,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-13-17				
9 \$1,988,000 Sonoma 04-Son-1 34.5	Near Jenner, north of Fort Ross State Historic Park. <u>Outcome/Output:</u> Reconstruct slope and roadway and construct retaining wall to prevent further downhill slippage and failure of the roadway.	04-0480R SHOPP/13-14 \$2,200,000 0414000074 4 4S6204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$40,000 \$1,948,000
10 \$2,200,000 Los Angeles 07-LA-1 33.3/34.5	In Santa Monica, from Dewey Street to Route 10. <u>Outcome/Output:</u> Relinquish 5.2 miles of roadway (Lincoln Boulevard) to local jurisdiction. City will accept ownership, maintenance, operation and liability over the relinquished facilities.	07-3320 SHOPP/13-14 \$2,200,000 0700000411 4FCO 240504	2012-13 302-0042 SHA 20.20.201.160	\$2,200,000
(Financial Contribution Only to the city of Santa Monica.)				

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(2) Multi-Funded Projects Funded with SHOPP and Proposition 1B TCIF				
Resolution FP-13-18 Resolution TCIF-A-1314-08				
1 \$15,000,000 Santa Clara 04-SCI-101 26.7	Santa Clara – US 101 Freeway Performance Initiative Project. Near Edenvale, from San Benito County line to Route 85. <u>Outcome/Output:</u> Install ramp metering and traffic operation system to minimize gridlock of the highway system, decrease travel time and improve mobility. (TCIF Project 94) (CEQA – CE; 03/19/2012.) (NEPA – CE; 03/19/20123.) (SHOPP funded Trade Corridor Improvement Fund (TCIF) project.)	04-0449R SHOPP/12-13 \$18,349,000 0400020304 4 153304	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.315	\$300,000 \$14,700,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Projects on the State Highway System				Resolution FP-13-19
1 \$143,000 Department of Transportation <u>MCTC</u> Modoc 02-Mod-139 22.6/22.8	Perez CCTV and RWIS. In Perez, at Perez Inspection Station. Install CCTV (Closed Circuit Television) and RWIS (Roadside Weather Information System). Final Project Development Support Estimate: \$ 218,000 Programmed Amount: <u>\$ 161,000</u> Adjustment: \$ 57,000 (Debit) Final Right of Way Right of Way Estimate: \$ 25,000 Programmed Amount: <u>\$ 47,000</u> Adjustment: \$ 22,000 (Credit) (RIP CONST savings for \$24,000 to be returned to Modoc County regional shares.) (Related SHOPP Minor Allocation under EA 1E0604 in the amount of \$277,000; October 2013.) <u>Outcome/Output:</u> Provides safety to the traveling public through the use of images of hazards and roadway conditions within minutes.	02-3383 RIP/13-14 CONST \$167,000 \$143,000 0212000030 4 1E060	2012-13 301-0042 SHA 20.20.075.600	\$143,000
2 \$3,000,000 City of Pacifica Department of Transportation <u>MTC</u> San Mateo 04-SM-1 40.4/40.8	Route 1, San Pedro Creek Bridge Replacement Project. In the city of Pacifica. Replace existing bridge over the San Pedro Creek. Final Project Development: N/A Final Right of Way: N/A (Time Extension for FY 11-12 CON expires January 31, 2014.) (Concurrent Consideration of Funding under Resolution E-13-68; October 2013) (Contributions from other sources: \$10,141,000.) <u>Outcome/Output:</u> Replace existing structure, reconstruct approaches, and re-grade channel within the project limits.	04-2140H RIP/11-12 CON ENG \$0 \$2,600,000 CONST \$3,000,000 \$400,000 0400000743 4 26560	001-0042 SHA 2012-13 301-0042 SHA 20.20.075.600	\$2,600,000 \$400,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Projects on the State Highway System				
Resolution FP-13-19				
3 \$2,518,000 Department of Transportation <u>MTC</u> Sonoma 04-Son-101 20.4/20.7	Sonoma 101 at College Avenue. In Santa Rosa, at the intersection of Route 101 at College Avenue. Construct various improvements. Final Project Development (RIP) Support Estimate: \$1,558,000 Programmed Amount: <u>\$1,300,000</u> Adjustment: \$0 (< 20%) Final Right of Way (RIP) Right of Way Estimate: \$3,951,000 Programmed Amount: <u>\$3,650,000</u> Adjustment: \$0 (< 20%) Final Right of Way (IIP) Right of Way Estimate: \$1,000,000 Programmed Amount: <u>\$1,000,000</u> Adjustment: \$0 (RIP CONST savings of \$382,000 to return to Sonoma County regional shares.) (Time Extension for FY 12-13 CON expires December 31, 2013.) (Future Consideration of Funding under Resolution E-04-04; February 2004.) <u>Outcome/Output:</u> Widen College Avenue within the project limits.	04-0789E RIP/12-13 CON ENG \$450,000 CONST \$2,450,000 \$2,068,000 0400000692 4 24544	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.075.600	\$9,000 \$441,000 \$41,000 \$2,027,000
4 \$46,779,000 Department of Transportation <u>OCTA</u> Orange 12-Ora-5 3.7/6.2	I-5 HOV Lanes - South of Avenida Vista Hermosa to South of Pacific Coast Highway. In San Clemente from South of Avenida Vista Hermosa to South of Pacific Coast Highway. Add HOV Lane in each direction. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding under Resolution E-12-06; February 2012.) (RIP CONST savings of \$10,000,000 to be returned to Orange County share balance. Additional CMAQ funds are available for construction.) (Contributions from other sources: \$18,199,000.) <u>Outcome/Output:</u> Construction of 2.5 miles of HOV lane in each direction.	12-2531E RIP/13-14 CON ENG \$9,398,000 CONST \$47,381,000 \$37,381,000 1200020278 4 0F96C1	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.075.600	\$188,000 \$9,210,000 \$500,000 \$36,881,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System		Resolution FP-13-20		
1 \$2,881,000 Humboldt County HCAOG 01-Humboldt	Union Street and Sea Avenue Reconstruction. South of Eureka in Pine Hill. Union Street to Higgins to Sea Avenue from Little Fairfield to Union Street. Reconstruct Roadway. (Future Consideration of Funding under Resolution E-09-50; May 2009.) <u>Outcome/Output:</u> Rehabilitate 5,400 feet of roadway, realign roadway to correct geometric deficiencies and provide 7,200 feet of shoulder widening to enhance pedestrian and vehicular safety.	01-2081 RIP/13-14 CONST \$2,881,000 0100000021	2012-13 101-0042 SHA 20.30.600.620	\$2,881,000
2 \$6,200,000 City of Ridgecrest Kern COG 09-Kern	West Ridgecrest Boulevard four-lane project. In Ridgecrest, on West Ridgecrest Boulevard, from Norma Street Mahan Street to China Lake Boulevard. Reconstruct and widen to four lanes. (Concurrent Consideration of Funding under Resolution E-13-70; October 2013.) <u>Outcome/Output:</u> Will reconstruct and widen 1.7 miles of roadway and improve pedestrian safety and traffic circulation.	09-2022 RIP/13-14 CONST \$6,200,000 0913000059	2012-13 101-0890 FTF 20.30.600.620	\$6,200,000
3 \$1,500,000 City of Tehachapi Kern COG 09-Kern	Challenger Drive Extension Project. In Tehachapi, on Challenger Drive from its current eastern edge to Dennison Road. Construct pavement including shoulders. (Future Consideration of Funding under Resolution E-09-89; December 2009.) <u>Outcome/Output:</u> Will improve local traffic circulation and provide direct access to medical facilities from the northern portion of the city.	09-6435 RIP/13-14 CONST \$1,500,000 0913000004	2012-13 101-0890 FTF 20.30.600.620	\$1,500,000
4 \$3,250,000 Stanislaus County StanCOG 10-Stanislaus	Widen Claribel Road from SR 108 & SR 219 to Oakdale Road. Near Modesto and Riverbank, on Claribel Road from Route 108 to Oakdale Road. Widen to two lanes in each direction with two way left turn lane, and install signal at Coffee Road. (Future Consideration of Funding under Resolution E-12-50; June 2012) (Will be combined with PPNO 0220 for construction.) (Contributions from other sources: \$4,450,000.) <u>Outcome/Output:</u> Improve regional network circulation, relieve existing congestion, reduce traffic delay, and accommodate future traffic. Improve the level of service along the Claribel corridor.	10-0230 RIP/13-14 CONST \$3,250,000 1014000022	2012-13 101-0890 FTF 20.30.600.620	\$3,250,000
5 \$244,000 Tuolumne County Tuolumne CTC 10-Tuolumne	Mono Way Operational & Safety. In Sonora, along Mono Way (Old Route 108) between Peaceful Oak Road and Via Este Road. Construct operational and safety improvements. <u>Outcome/Output:</u> Roadway widening and installation of paved shoulders / operational improvements and reduction in collision rates.	10-0235 RIP/13-14 PA&ED \$244,000 1014000028	2012-13 101-0042 SHA 20.30.600.620	\$244,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-13-20
6 \$105,000 City of Blue Lake HCAOG 01-Humboldt	I Street Pedestrian Improvements. In downtown Blue Lake on I Street between Blue Lake Boulevard and First Street. Construct sidewalks and pedestrian improvements. (Time extension for FY 12-13 CON expires on October 31, 2013.) <u>Outcome/Output:</u> This project will construct 1620 linear feet of sidewalks to improve safety for pedestrians to travel from the residential area to the schools and downtown Blue Lake.	01-2289 RIP TE/12-13 CONST \$105,000 0112000100	2012-13 101-0890 FTF 20.30.600.731	\$105,000
7 \$95,000 City of Placerville EDCTC 03-El Dorado	Class I Bike Path Trail Clay Street to Bedford Avenue. In Placerville, between Clay Street and Bedford Avenue. Construct Class I Bike Path. (Future Consideration of Funding under Resolution E-13-20; May 2013.) (Time extension for FY 11-12 CON expires on October 31, 2013.) <u>Outcome/Output:</u> This project will offer a viable transportation alternative to bicycle commuters and recreational opportunities to pedestrians, cyclists, and equestrians by providing safe and direct route between residences and major activity centers in the City of Placerville.	03-1215 RIP TE/11-12 CONST \$95,000 0300020747	2012-2013 101-0890 FTF 20.30.600.731	\$95,000
8 \$840,000 Stanislaus County StanCOG 10-Stanislaus	Claribel Road Class I Bike Path. Near Modesto and Riverbank, on Claribel Road from SR 108 to Oakdale Road. Construct Class I bike path. (Future Consideration of Funding under Resolution E-12-50; June 2012.) (Will be combined for construction with PPNO 0230.) (Contributions from other sources: \$638,000.) <u>Outcome/Output:</u> The bike/pedestrian lane will promote non-motorized transportation encouraging, not using the alternative single occupant vehicle to destinations within and surrounding areas.	10-0220 RIP TE/13-14 CONST \$840,000 1014000021	2012-13 101-0890 FTF 20.30.600.731	\$840,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-13-20
9 \$34,000 Del Norte Local Transportation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.)	01-1032 RIP/13-14 CONST \$34,000 0113000138	2012-13 101-0042 SHA 20.30.600.670	\$34,000
10 \$200,000 Inyo County Local Transportation Commission Inyo LTC 09-Iny	Planning, Programming and Monitoring	09-1010 RIP/13-14 CONST \$200,000 0913000012	2012-13 101-0042 SHA 20.30.600.670	\$200,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-13-20
11 \$47,000 Amador County Transportation Commission <u>Amador CTC</u> 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/13-14 CONST \$47,000 1014000035	2012-13 101-0042 SHA 20.30.600.670	\$47,000
12 \$244,000 Merced County Association of Governments <u>MCAG</u> 10-Merced	Planning, Programming and Monitoring (SB 184 Submittal effective August 12, 2013.)	10-5960 RIP/13-14 CONST \$244,000 1014000017	2012-13 101-0042 SHA 20.30.600.670	\$244,000
13 \$60,000 Tuolumne County Transportation Council <u>Tuolumne CTC</u> 10-Tuolumne	Planning, Programming and Monitoring (SB 184 Submittal effective August 14, 2013.)	10-0452 RIP/13-14 CONST \$60,000 1014000029	2012-13 101-0042 SHA 20.30.600.670	\$60,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Supplemental Financial Allocation for Locally Administered STIP TE Projects off the State Highway System				Resolution FP-13-__
1 \$70,000 County of Lake <u>LAPC</u> 01-Lake	Bridge Arbor Bikeway. Between the Nice Lucerne Cutoff at Westlake Drive and Bridge Arbor North/State Route 20 intersection at Upperlake. Construct Class I and Class III bikeways. (Supplemental Allocation for \$70,000 from FY 14-15 TE Reserve PPNO 01-3036.) <u>Outcome/Output:</u> Provide a safe facility for bicycle commuters.	01-3036C RIP TE/14-15 PA&ED \$70,000 0100020311	2012-13 101-0890 FTF 20.30.600.731	\$70,000
THE DEPARTMENT DOES NOT RECOMMEND THE APPROVAL OF THIS REQUEST AS IT IS NOT CONSISTENT WITH STIP GUIDELINES				

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(1) Allocations for Projects with Cost that Exceed 120 Percent of the Programmed Amount				Resolution FP-13-22
1 \$1,378,000 Sonoma 04-Son-116 13.6/13.9	Near Guerneville, from 1.1 miles east of Mays Canyon Road to 0.1 mile west of Odd Fellows Park Road. <u>Outcome/Output:</u> Replace failed retaining wall, stabilize slope, repair drainage facilities and repair pavement damaged by heavy rainfall.	04-0816K SHOPP/13-14 \$680,000 0400020157 4 1G4204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$28,000 \$1,350,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5d.(2) Allocations for Projects with Cost that Exceed 120 Percent of the Programmed Amount			Resolution FP-13-23	
1 \$16,584,000 San Mateo 04-SM-101 0.0/0.6	In Palo Alto and East Palo Alto, from 0.1 mile north of the Embarcadero Road Overcrossing to 0.3 mile south of the University Avenue Overcrossing. <u>Outcome/Output:</u> Replace the San Francisquito Creek Bridge (No.36-0013L/R) to maintain structural integrity, reduce the risk to lives and properties, and to meet the current seismic strengthening standards.	04-0685P SHOPP/13-14 \$9,320,000 0400000678 4 235624	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$332,000 \$16,252,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5d.(3) Allocations for Projects with Cost that Exceed 120 Percent of the Programmed Amount			Resolution FP-13-24	
1 \$923,000 Los Angeles 07-LA-105 R2.6	In Hawthorne, at Inglewood Avenue. <u>Outcome/Output:</u> Repair slope and hydroseed slope to permanently restore area damaged in storm event.	07-4433 SHOPP/13-14 \$500,000 0712000166 4 3X3504	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$78,000 \$845,000

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects			Resolution FA-13-07		
1 \$1,470,000 Department of Transportation SANBAG San Bernardino 08-SBd-62 142.2/142.9	In Earp, at the Colorado River Bridge (No. 54-1000). <u>Outcome/Output:</u> Replace one bridge to maintain the structural integrity. Supplemental funds needed to complete construction. Total Revised Amount: \$14,208,000	08-0227F SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.111	\$304,000 \$12,704,000	\$29,000 \$1,441,000	\$304,000 \$12,704,000
		SHOPP 2012-13 302-0042 SHA 302-0890 FTF 20.20.201.111 0800000637 4 378704			

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
1 \$500,000 Nevada 03-Nev-49 11.6	Near Grass Valley, south of Wellwood Way. Heavy rain in late November 2012 caused a roadway embankment failure at this location and resulted in the closure of the northbound lane. The initial allocation was to repair a damaged drainage pipe, fill a void under the roadway with imported material, reconstruct the roadway and guardrail, and provide full time traffic control. The first supplemental funds were necessary due to encountering large boulders during construction requiring changes to the shoring plans, additional grouting, and a change in the pipe lining process due to culvert condition and misalignment. This supplemental is necessary to capture and dispose of groundwater that was contaminated by the cured-in-place pipe lining, grouting all voids around the culvert, and construction of a headwall at the culvert outlet. Initial G-11 Allocation 12/06/12: \$ 40,000 Supplemental G-11 Allocation 01/09/13: \$ 400,000 Supplemental G-11 Allocation 08/09/13: \$ 500,000 Revised Allocation: \$1,340,000	03-4121 SHOPP/13-14 0313000160 4 3F7304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$500,000
2 \$800,000 Sacramento 03-Sac-Var Var	In Sacramento, El Dorado, Placer, and Nevada Counties on various routes at various locations. Copper wire thefts on Routes 5, 50, 51, 80, and 160 resulted in shutting off power to highway lighting and other highway electrical systems. This project is to replace damaged pull boxes and conduits and replace stolen electrical wires to restore highway traffic safety and operation. Newly installed pull boxes will be buried and metal lids will be welded to deter future thefts. Initial G-11 Allocation 07/18/13: \$800,000	03-3305 SHOPP/13-14 0314000009 4 4F0104 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$800,000
3 \$550,000 Sierra 03-Sie-80 0.7	Near the Nevada State line at postmile 0.7. On July 2, 2013, a mud slide occurred at this location causing 5,000 cubic yards of soil to deposit in a ravine and plug a 36-inch diameter culvert. This project is to repair a damaged concrete headwall, remove slide material from the ravine, and open the plugged culvert. Initial G-11 Allocation 07/22/13: \$550,000	03-7925 SHOPP/13-14 0314000015 4 4F0304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$550,000
4 \$450,000 Sutter 03-Sut-113 4.6	Near Robbins, south of Del Monte Avenue. On June 26, 2013, a sinkhole developed in the southbound lane resulting in southbound lane closure. The sinkhole kept expanding resulting in full highway closure the following day. This project is to replace two failed 42-inch corrugated metal pipes (CMP) and provide 24-hour detour traffic control. Initial G-11 Allocation 07/09/13: \$450,000	03-8507 SHOPP/13-14 0313000319 4 3F9804 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$450,000
5 \$3,500,000 Alameda 04-Ala-680 0.9/1.6	In Fremont, from 0.8 mile north of Scott Creek Road to 0.3 mile south of East Warren Avenue. Groundwater seepage and loss of subsurface soil material caused the pavement to settle at various locations. As a result, sinkholes appeared on northbound Route 680. This project is to inject grout into the voids under the pavement, grind existing asphalt concrete (AC) pavement, and overlay with new AC. Initial G-11 Allocation 08/21/13: \$3,500,000	04-1600Q SHOPP/13-14 0413000026 4 4G7004 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$3,500,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
6 \$500,000 Kern 06-Ker-178 15.2/16.7	Near Bakersfield, east of Route 184. Strong thunderstorms and flash flooding on August 19, 2013 caused a utility reservoir to overflow and wash down to the highway and the Kern River below. Multiple rock slides and partial roadway loss caused the closure of the highway. This project is to remove slide debris, stabilize and reconstruct highway embankment, replace a 24-inch culvert pipe, clean out multiple culverts, place erosion control measures, repair guardrails and pavement, and implement traffic control as necessary. Initial G-11 Allocation 08/26/13: \$500,000	06-6688 SHOPP/13-14 0614000042 4 0Q9704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$500,000
7 \$5,000,000 Los Angeles 07-LA-5 22.5	In the city of Los Angeles, at the Route 2 Separation (Bridge No. 53-0577). On July 13, 2013, a double tanker fuel truck filled with 8,500 gallons of gasoline overturned and burned inside the northbound Route 2 to northbound Route 5 connector tunnel structure. The intense flames that burned over an hour severely compromised the integrity of the structure. This project is to clear all fire debris, install temporary shoring support within the tunnel in order to allow traffic back on Route 5 (over the tunnel), assess the extent of the structural damage, and then perform all emergency repairs needed in order to fully re-open this interchange as rapidly as possible. Initial G-11 Allocation 07/17/13: \$5,000,000	07-4644 SHOPP/13-14 0714000023 4 4X1004 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$5,000,000
8 \$11,500,000 Los Angeles 07-LA-5 22.5	In the city of Los Angeles, at the Route 2 Separation (Bridge No. 53-0577). On July 13, 2013, a double tanker fuel truck filled with 8,500 gallons of gasoline overturned and burned inside the northbound Route 2 to northbound Route 5 connector tunnel structure. The intense flames that burned over an hour severely compromised the integrity of the structure. Project EA-4X100 was allocated \$5,000,000 to install temporary shoring and allow traffic over the tunnel on Route 5 and to assess the damage to the structure. This allocation is necessary to make permanent repairs to the damaged bridge/tunnel structure, and replace destroyed pavement, signs, electrical and drainage systems. The work will also require both temporary and permanent relocation of various communication (utility) lines. Initial G-11 Allocation 08/21/13: \$11,500,000	07-4645 SHOPP/13-14 0714000043 4 4X1104 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$11,500,000
9 \$995,000 Ventura 07-Ven-118 18.4/18.7	In Moorpark, at the transition bridge from northbound Route 23 to Route 118 (Arroyo Simi Bridge No. 52-0331R/L). Bridge Maintenance crews discovered a failed section of a structural steel I-beam that had separated from the joint assembly and started to block the traveled way. Steel plates and reduced traffic speed signs were used to maintain traffic over the failed joint as a temporary measure. Further inspection and evaluation of the remaining bridge identified additional compromised joint assembly systems. This project is necessary to replace the failed joint assembly systems and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$995,000	07-4577 SHOPP/13-14 0713000325 4 3X9704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$995,000
10 \$300,000 Riverside 08-Riv-10 27.7	Near Palm Springs, at the Whitewater River Bridges (No. 56-0004L/R). On July 20 and 21, 2013, monsoon storms with heavy rainfall eroded rock slope protection (RSP) and caused the channel bed to erode down to the level of the bottom of the bridge footings. This project is to restore the channel bed by replacing the RSP and fabric under the eastbound bridge spans 2 and 5, and rock armor with fabric at the piers of the westbound bridge. Initial G-11 Allocation 07/30/13: \$300,000 (Additional \$25,000 was allocated for right of way purposes).	08-0014K SHOPP/13-14 0814000034 4 1E4904 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$300,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
11 \$1,400,000 Riverside 08-Riv-74 5.3/11.8	In and near Lake Elsinore, from El Cariso Road to Grand Avenue. The Falls Fire (August 5, 2013) burned over 1,400 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace 14,000 linear feet of MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$1,400,000 (Additional \$40,000 was allocated for right of way purposes).	08-0127K SHOPP/13-14 0814000042 4 1E5204 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$1,400,000
12 \$581,000 Riverside 08-Riv-86 R4.24/R5.24	West of Salton Sea, at Kings Stormwater Channel Bridge (No. 56-0778R). Structural distress caused significant deflection to occur on the Number 2 lane requiring lane closure. This project is necessary to place a steel plate over the damaged area and place corrugated metal deck filled with concrete on top of the existing deck as an interim measure to stabilize the structure and open the bridge to full capacity. A permanent restoration project to replace the superstructure has been initiated as a long-term solution. Initial G-11 Allocation 08/26/13: \$581,000 (Additional \$10,000 was allocated for right of way purposes).	08-0075M SHOPP/13-14 0813000199 4 1E2704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$581,000
13 \$300,000 Riverside 08-Riv-243 0.0/2.2	Near Mountain Center, from Junction Route 74 to 0.7 mile south of Saunders Meadow Road. The Mountain Fire (July 15, 2013) burned over 23,000 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace burned MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$300,000 (Additional \$10,000 was allocated for right of way purposes).	08-0126G SHOPP/13-14 0814000045 4 1E5304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$300,000
14 \$1,200,000 Riverside 08-Riv-243 18.0/28.3	Near Twin Pines, from 0.7 mile south of Hurley Flats Road to San Gregorio Avenue. The Silver Fire (August 7, 2013) burned over 20,000 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace burned MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/29/13: \$1,200,000 (Additional \$10,000 was allocated for right of way purposes).	08-0127L SHOPP/13-14 0814000048 4 1E5404 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$1,200,000
15 \$390,000 San Joaquin 10-SJ-4 0.0	Near Brentwood, at the Old River Bridge (No. 29-0045). In June 2013, inspection of this movable bridge revealed severe mechanical problems including worn-out shaft and pinion gear, worn-out bearings of the balance wheels, and uneven and loose tracks. This project is to remove and replace the worn out parts in order to maintain maritime and highway traffic and avoid lengthy highway traffic detours. Initial G-11 Allocation 07/25/13: \$390,000 (Additional \$10,000 was allocated for right of way purposes).	10-3022 SHOPP/13-14 1014000004 4 0Y6704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$390,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
1 \$755,000 Santa Barbara 05-SB-246 33.2/33.5	In Santa Ynez, from east of Edison Street to east of Meadowvale Lane. <u>Outcome/Output:</u> Widen roadway to provide left-turn channelization lane for eastbound traffic turning on to Meadowvale lane in order to reduce the number and severity of traffic collisions at this location. Allocation date: 09/05/2013	05-2308 SHOPP/13-14 \$815,000 0500020226 4 0T9704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$15,000 \$740,000
2 \$1,207,000 Fresno 06-Fre-145 32.8/33.4	Near Kerman, from 0.3 mile south to 0.3 mile north of Jensen Avenue. <u>Outcome/Output:</u> Construct a single-lane roundabout at this intersection to reduce the number and severity of traffic collisions. Allocation date: 08/30/2013	06-6441 SHOPP/13-14 \$1,207,000 0600000205 4 0J9204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$24,000 \$1,183,000
3 \$389,000 San Bernardino 08-SBd-395 16.2	In Adelanto, at Bartlett Avenue. <u>Outcome/Output:</u> Improve safety by replacing signal system to include protected left-turn phasing to reduce the number and severity of traffic collisions. Work also includes upgrades to curb ramps to meet Americans with Disabilities Act (ADA) requirements. Allocation date: 08/29/2013	08-0258Q SHOPP/13-14 \$411,000 0800001017 4 0P3104	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$11,000 \$378,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	02	Mod	139	22.6/22.8	Install Closed-Circuit Television Camera (CCTV) and Road Weather Information System (RWIS) about 23.0 miles north of Canby from 0.6 to 0.4 mile south of Perez Inspection Station. Project is combined with a STIP project (EA 02-1E0604, PPNO 02-3383).	1E0604	201.315	\$283,000	\$277,000
2	03	Nev	49	4.1/4.9	Widen shoulders and add right turn lanes at two locations at 10.0 miles south of Grass Valley at Carriage Road and Ladybird Drive.	1F9104	201.310	\$900,000	\$900,000
3	03	Sie	49	48.3/49.2	Upgrade culverts near Sierraville from 0.5 mile to 1.4 miles north of Lemon Canyon Road.	4E5404	201.151	\$920,000	\$900,000
4	09	Mno	395	34.1	Demolish truck shed, perform earthwork, remove existing pavement, pave, landscape and improve storm water system at Crestview Maintenance Station.	353304	201.352	\$1,000,000	\$1,000,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects			Resolution GS1B-A-1314-01	
1 \$500,000 Southern California Regional Rail Authority LACMTA 07-Los Angeles	Woodley Avenue Grade Crossing Safety Improvements. In Los Angeles County in the city of Los Angeles on the Woodley Avenue Grade. Install pre-signal for southbound traffic and interconnect the pre-signal with the train detection circuitry for Advance Preemption Time. Install traffic control and signal devices and reconstruct and lengthen existing medians. (CEQA -CE – 09/18/91) (Original Programming Resolution: GS1B-P-1213-01 – September 2012 (Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013) (Contributions from other sources: \$500,000.) <u>Outcome/Output:</u> The benefits to this project are improved safety at the crossing due to a reduction in collisions; improved operations and better flow; reduction of train delays; reduced emissions and air pollutants, including particulates, as a result of less engine idle times when incidents do occur.	75-Rail HRCSA/13-14 CONST \$500,000 0014000026	2012-13 104-6063 HRCSA 20.30.010.400	\$500,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(1) Locally Administered STIP Rail Projects		Resolution MFP-13-01		
1 \$4,400,000 City of Fairfield MTC 04-Solano	Capitol Corridor Rail Station, Fairfield/Vacaville Train Station. In Fairfield; construct train station with platforms, 300 space park and ride lot, electric vehicle charging facilities and other station facilities. (Concurrent Consideration of Funding under Resolution E-13-69; October 2013) (Time extension for FY 11-12 CON expires on October 31, 2013.) (Time Extension for FY 12-13 CON expires on June 30, 2014.) (Contributions from other sources: \$57,000,000.) <u>Outcome/Output:</u> This project would be a new inter-modal stop for the Capitol Corridor, re-configure the main-line, siding and spur track geometry to improve track operations for both the passenger and freight services, and improve access and safety for pedestrians, bicyclists and the handicapped for travel to either side of the railroad tracks as well as the rail passenger platform.	75-6045K RIP/11-12 CONST \$4,000,000 RIP-TE/12-13 RIP / 12-13 CONST \$400,000 0012000278 S	2013-14 301-0046 PTA 30.20.020.630	\$4,400,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(2) State Administered STIP Rail Projects		Resolution MFP-13-02		
1 \$20,500,000 Department of Transportation SJCOG 10-San Joaquin	Stockton to Escalon - Double Track Project (Segment 3). Located on the San Joaquin Corridor between Milepost 1106.8 and 1110.6. Construct 3.8 miles of double track, including all necessary related infrastructure modifications on the BNSF Railway Company main line. (CEQA – MND, 2002; Re-Validation, 9/2012.) <u>Outcome/Output:</u> Project completion will improve the efficiency and on-time performance of intercity rail passenger services on the San Joaquin Corridor, which operates from Bakersfield to Oakland and Bakersfield to Sacramento. Improved efficiencies will enhance ridership and better serve the public need for mobility through alternative transportation choices.	75-2030A IIP/13-14 CONST \$20,500,000 0014000025 S	2013-14 301-0046 PTA 30.20.020.720	\$20,500,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type								
2.6e Traffic Congestion Relief Program Allocation Amendment		Resolution TFP-13-03 Amending Resolution TFP-06-09 and Amending Resolution TFP-07-07 Resolution TAA-13-01 Amending Resolution TAA-10-06									
1 (\$1,300,000) California Department of Transportation 11 – San Diego	Project #84.0 – Route 52 - Four miles of new six-lane freeway to Santee, Mission Gorge to Route 67 in San Diego County (PPNOs 0260 and 0260F) <u>Amend TFP-06-09 to reduce Right of Way allocation by \$1,300,000, from \$45,000,000 to \$43,700,000 and transfer \$1,300,000 to Project 74.9 for construction.</u>	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.20.710.010	(\$1,300,000)								
	<table border="1"> <thead> <tr> <th>Phase</th> <th>Allocation Amount</th> <th>Transfer</th> <th>Amended Amount</th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>\$45,000,000</td> <td>(\$1,300,000)</td> <td>\$43,700,000</td> </tr> </tbody> </table>	Phase	Allocation Amount	Transfer	Amended Amount	Construction	\$45,000,000	(\$1,300,000)	\$43,700,000		
Phase	Allocation Amount	Transfer	Amended Amount								
Construction	\$45,000,000	(\$1,300,000)	\$43,700,000								
	<u>Output/Outcome:</u> The new Route 52, connecting from Route 125 to Route 67 will reduce congestion on Interstate 8.										
2 \$1,300,000 San Diego Association of Governments 11 – San Diego	Project #74.9 – Pacific Surfliner - Santa Margarita River Bridge and Double Track (PPNO 2006) <u>Amend TFP-07-07 to receive transfer of \$1,300,000 from Project 84.0 for construction.</u>	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.20.710.010	\$1,300,000								
	<table border="1"> <thead> <tr> <th>Phase</th> <th>Allocation Amount</th> <th>Transfer</th> <th>Amended Amount</th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>\$23,007,000</td> <td>\$1,300,000</td> <td>\$24,307,000</td> </tr> </tbody> </table>	Phase	Allocation Amount	Transfer	Amended Amount	Construction	\$23,007,000	\$1,300,000	\$24,307,000		
Phase	Allocation Amount	Transfer	Amended Amount								
Construction	\$23,007,000	\$1,300,000	\$24,307,000								
	<u>Output/Outcome:</u> Provide a 4.5-mile segment of continuous double track allowing for maximum speeds between 75 and 90 miles per hour.										

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2) Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter		Resolution HST1A-A-1314-01		
1 \$1,752,000 Sacramento Regional Transit District SACOG 03-Sacramento	Sacramento Intermodal Facility High Speed Rail Program Projects. Improvements to provide connectivity of Sacramento Regional Transit service to High Speed Rail including relocation of existing light rail track, storage tracks and passenger platform and associated systems. (Contributions from other sources: \$1,752,000.) <u>Outcome/Output:</u> Advance and complete full environmental document and clearance.	HSR/13-14 PA&ED \$1,752,000 0313000317 S	2012-13 104-6043 HSPTBF 30.10.100.000	\$1,752,000
2 \$140,000,000 San Francisco Bay Area Rapid Transit District MTC 04-San Francisco	Milbrae Station Track Improvements & Car Purchase. Purchase of 46 new rail cars and the lengthening of all three rail storage tracks immediately south of the station. (CEQA; CE - 771.11(c)(7).) (Contributions from other sources: \$384,000,000.) <u>Outcome/Output:</u> Provide direct service and increase capacity between San Francisco International Airport and Milbrae.	HSR/13-14 CONST \$140,000,000 0414000100 S	2012-13 104-6043 HSPTBF 30.10.100.000	\$140,000,000 (Partial)

PUBLIC DISTRIBUTION

1.1

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.4a.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **RESOLUTION OF NECESSITY – APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21102 summarized on the following page. This Resolution is related to construction of the State Route 11 project in District 11 in San Diego County.

ISSUE:

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

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

In this case, the property owners are contesting the Resolution and have requested an appearance before the Commission. The primary concerns and objections expressed by the property owners relate to project design issues, easement deed terms, and the owners' request for the Department to purchase soil in identified right of way and remainder areas on the subject property in coordination with the owners' pending development plans. The owners' objections and the Department's responses are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the property owners, who have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which they may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owners have been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

Discussions have been ongoing between the property owners and the Department to address and resolve the issues. Progress has been made but in order to keep the project schedule, the Department is requesting that this appearance proceed to the October 8, 2013 Commission meeting. Legal possession will allow the construction activities on the parcel to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately.

C-21102 - Makram A. Hanna and Maureen T. Hanna

11-SD-11-PM 1.52 - Parcel 34808-1, 2, 3, 4, 5, 6, 7 - EA 056329.

Right of Way Certification Date: 03/15/13; Ready to List Date: 03/25/13. Freeway – construct new freeway. Authorizes condemnation of land in fee for a State highway, underlying fee, extinguishment of abutter's rights of access, and permanent easements for slope, drainage, and access purposes. Located in the unincorporated area of San Diego County in Otay Mesa at the intersection of Airway Drive and Enrico Fermi Drive. Assessor's Parcel Number: 646-130-27-00.

Attachments:

- Attachment A - Project Information
- Exhibit A1 through A3 - Project Maps
- Attachment B - Parcel Panel Report
- Exhibit B1 through B5 - Parcel Maps

PROJECT INFORMATION

PROJECT DATA	11-SD-11/905-PM 0.0/1.6, R9.9/R10.7 Expenditure Authorization: 056329/ 11-00002-0519
<u>Location:</u>	Route 11 in Otay Mesa, San Diego County
<u>Limits:</u>	In San Diego County, in and near San Diego from the 11/905 Separation to Enrico Fermi Drive
<u>Cost:</u>	Programmed Construction Cost: \$67,100,000.00 Current Right of Way Cost Estimate: \$31,219,000.00
<u>Funding Source:</u>	Proposition 1B/Trade Corridor Improvement Funds (TCIF) Coordinated Border Infrastructure Funds (CBI)
<u>Number of Lanes:</u>	Existing: Not Applicable Proposed: New 4-Lane Freeway
<u>Proposed Major Features:</u>	Construct Freeway to Freeway Connectors and New Freeway.
<u>Traffic:</u>	Existing: Not Applicable Proposed (2035): 66,000 Annual Daily Traffic (ADT)

NEED FOR THE PROJECT

The proposed State Route 11 (SR-11) freeway, in addition to a new Commercial Vehicle Enforcement Facility (CVEF) and Federal Port of Entry (POE), are to be constructed in order to reduce congestion and facilitate increased trade and personal travel across the United States-Mexico border in the San Diego-Tijuana area. The capacities of the existing POEs in the region are currently being exceeded, causing delays for commercial and non-commercial vehicles crossing the border. Such delays at the existing Otay Mesa POE have been correlated with economic yearly output losses (direct, indirect, and induced) in the San Diego region of up to \$1.2 billion for the study year 2008. Traffic delays are expected to increase and the economic losses incurred by the regional and national economies would more than double in the next ten years, unless significant improvements in border crossing and transportation infrastructure/management take place. The long-term need for a third regional crossing has been identified by transportation and planning agencies on both sides of the border.

PROJECT PLANNING AND LOCATION

SR-11 will be constructed as a four-lane toll highway. The project is split into three segments. The Hanna subject property is located in Segment 1, which includes a new four-lane highway (approximately 1.7 miles in length) connecting the SR-905/SR-11 interchange to Enrico Fermi Drive.

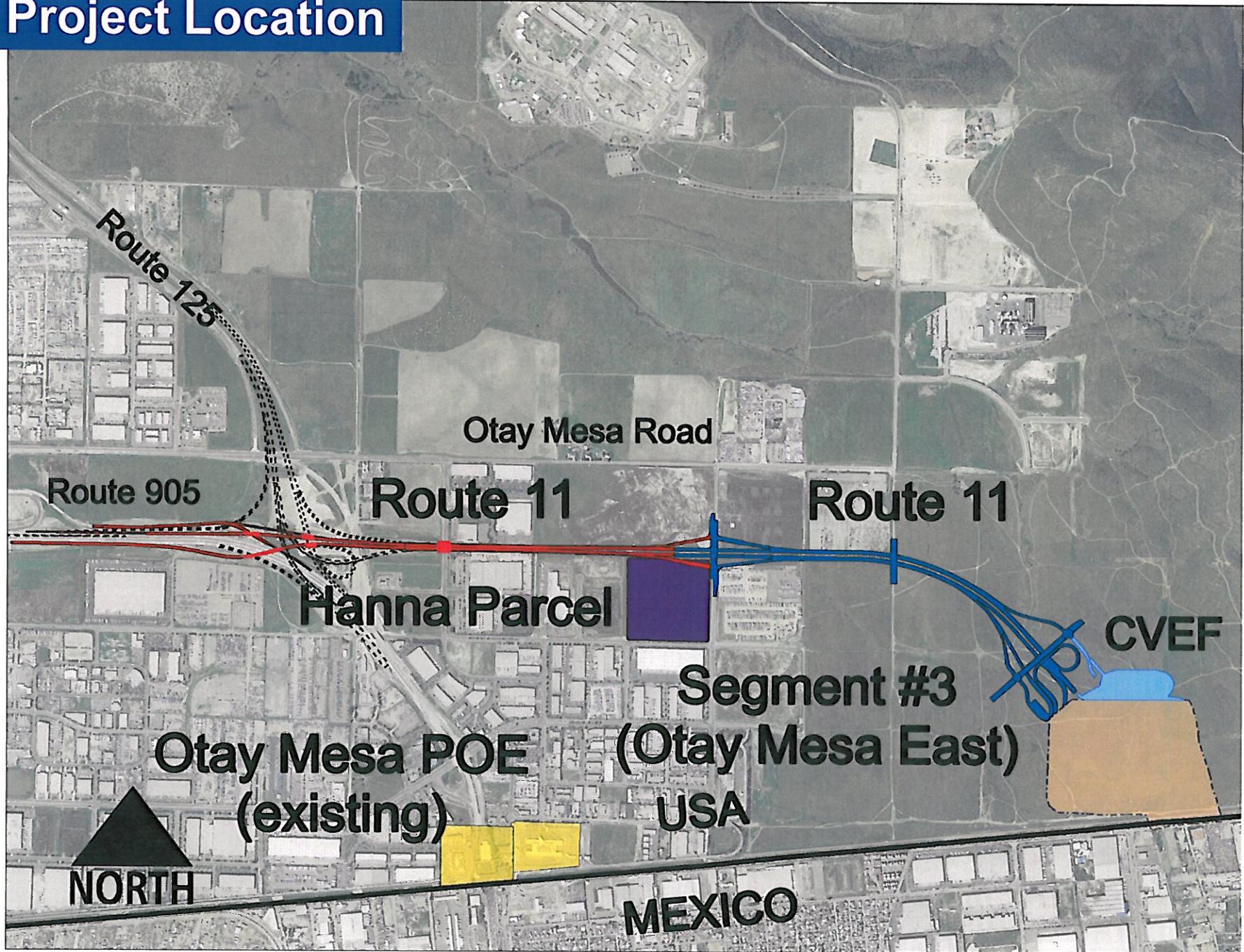
An additional project is in the design phase, which will extend SR-11 easterly from Enrico Fermi Drive to a proposed Otay Mesa East Port of Entry (OME POE) and Commercial Vehicle Enforcement Facility (CVEF) at the United States-Mexico border. This second project is referred to as Segment 2.

The Project Report for SR-11 approved both projects (Segments 1 and 2) proceeding to the design phase. Due to funding and scheduling issues, the SR-11 project was separated into two segments for design and construction phases, however, freeway and ramp geometrics for Segment 1 are designed based on traffic volumes projected for the 2035 Horizon Year with both segments constructed.

Several alternatives were investigated for SR-11 during the Project Approval/Environmental Document stage. These alternatives included One-Interchange, Two-Interchange, and No-Interchange Alternatives, as well as a No-Bid Alternative.

Projected traffic volumes and analysis from the Tier II Traffic Technical Report (dated October 5, 2010) and two Value Analysis (VA) Studies resulted in the choice of the Two-Interchange Alternative with Segment 1 now constructing the portion of the project to Enrico Fermi Drive.

Project Location



Project Impact

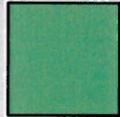
Otay Mesa Road

Route 11

Enrico Fermi Drive

Underlying Fee

(2.32 ac)



Fee

(2.75 ac)



Total Fee Area

(5.07 ac)



Hanna Parcel

(40.73 acres)

(35.65 ac Remainder)

NORTH

Airway Road

Not to Scale

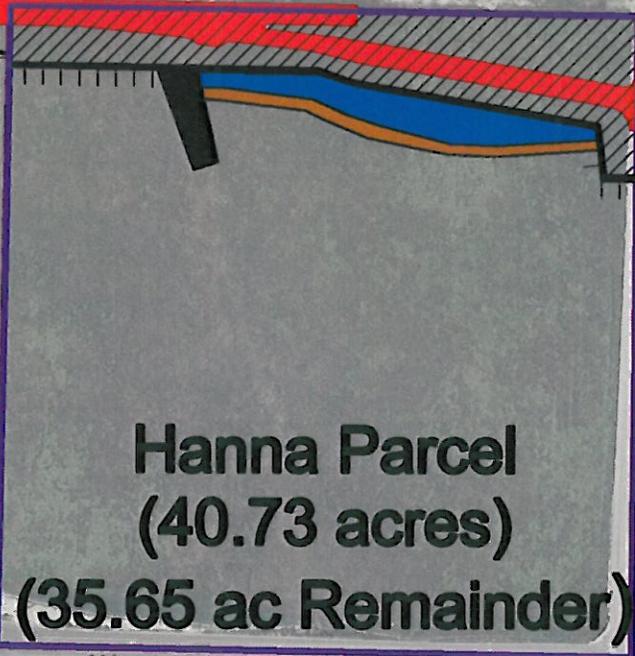
Project Impact

Otay Mesa Road

Route 11

Enrico Fermi Drive

- Drainage Easement (0.25 ac)
- Slope Easement (0.97 ac)
- Access Easement (0.29 ac)



Hanna Parcel
(40.73 acres)

(35.65 ac Remainder)



Airway Road

Not to Scale

PARCEL PANEL REPORT**PARCEL DATA**

<u>Property Owner:</u>	Makram A. Hanna and Maureen T. Hanna		
<u>Parcel Location:</u>	Airway Road in Otay Mesa, west of Enrico Fermi Drive Unincorporated San Diego County		
<u>Present Use:</u>	Vacant Land		
<u>Zoning:</u>	Light Industrial		
<u>Size of Property:</u>	40.725 Acres (AC)		
<u>Right of Way Areas</u>	34808-1:	0.526 AC	Unencumbered Fee
<u>Required for Project:</u>	34808-2:	2.329 AC	Underlying Fee (Unnamed Road & Enrico Fermi Drive)
	34808-3:	0.736 AC	Access & Utility Easement
	34808-4:	0.202 AC	Road & Utility Easement
	34808-5:	0.253 AC	Access, Construction, Drainage Easement
	34808-6:	0.968 AC	Slope Easement
	34808-7:	0.292 AC	Access Easement

PARCEL DESCRIPTION

The vacant, unimproved subject parcel is currently 40.725 AC in size. It is located on Airway Road in Otay Mesa, an unincorporated area of San Diego County, abutting the United States-Mexico Border. The property is currently zoned Light Industrial. The subject parcel has varying topography, with two areas of higher elevation located within the proposed SR-11 project corridor. At present, natural drainage flows across the middle of the subject property in a southeasterly direction. Existing ground elevations on the subject property are up to 30 feet above profile elevations for the proposed SR-11 project.

NEED FOR SUBJECT PROPERTY

The SR-11 freeway, in addition to a new Commercial Vehicle Enforcement Facility (CVEF) and Federal Port of Entry (POE) are being constructed to reduce congestion and facilitate increased trade and personal travel across the United States-Mexico border in the San Diego-Tijuana area. The capacities of the existing POEs in the region are currently being exceeded, causing delays for commercial and non-commercial vehicles crossing the border. The long-term need for a third regional border crossing has been identified by transportation and planning agencies on both sides of the border.

Construction of the above-referenced transportation improvements have been split into three segments. The subject parcel is located in Segment 1, which includes new SR-905/SR-11 freeway to freeway connectors and a four-lane SR-11 freeway segment that extends 1.7 miles east to Enrico Fermi Drive.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in San Diego on August 14, 2013. The Panel members included Donald Grebe, Panel Chair, Department of Transportation-Headquarters Division of Right of Way and Land Surveys; Rene Fletcher, Co-Panel Chair, Department of Transportation-Headquarters Division of Right of Way and Land Surveys; Scott Fridell, Department of Transportation-San Diego Legal Division; Linda Fong, Department of Transportation-Headquarters Division of Design; and Robert Dauffenbach, Department of Transportation-Headquarters Division of Right of Way and Land Surveys, Secretary to the Panel. Mr. Makram Hanna, the property owner, attended and represented himself at the Panel meeting.

This report summarizes the findings of the Panel with regard to the four criteria required for adoption of a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owner relate to project design issues, easement deed terms, and the owner's request for the State to purchase soil in identified right of way and remainder areas on the subject property in coordination with the owner's pending development plans.

The following is a description of the concerns expressed by the property owner, followed by the Department's responses:

Owner:

The Department should acquire 140,000 cubic yards of soil located in the currently proposed acquisition areas for the project and an additional 280,000 cubic yards located on the remainder parcel, for a total of 420,000 cubic yards of soil.

Department Response:

The Owners have been offered the appraised fair market value for all required right of way areas necessary to construct the project. As the subject property is currently vacant and unimproved, the sales of comparable industrial properties were used in valuing the required right of way areas on the subject property. Any additional payments, as requested by the owner to purchase soil located within the already-appraised right of way areas, is considered by the Department to be an unwarranted and unsupported duplication of payment.

In addition, the Department has advised the property owner that any sale of soil from the remainder property for construction of the project, if pursued, would be facilitated by separate and independent negotiations between the Highway Contractor and the property owner, with the Department not being a party to said negotiations.

Owner:

The Department did not appropriately coordinate the project, and as a result, development activities could not be initiated by the property owner as planned.

Department Response:

The Department has prepared all necessary and required environmental documents for this project and has provided multiple opportunities for public comment and project review as required by law, and as outlined below:

- As part of the SR-11 environmental review process several letters were sent to area landowners from **2007-2011** notifying them of project scoping activities and public meetings.
- A Permit to Enter to conduct environmental and engineering studies on the subject property was executed by the current property owner on **December 8, 2008**.

- A copy of the SR-11 Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was sent to the owner on **December 1, 2010**, with no returning comments.
- A copy of the SR-11 Final EIR/EIS was sent to the property owner on **April 6, 2012**.
- Right of way appraisal activities, initiated with an on-site field review with the Department's appraiser and the property owner, commenced on **July 11, 2012**.
- Following the **July 11, 2012** appraisal field review meeting, the property owner requested electronic copies of SR-11 design plans. Based on recent "lessons learned" on the nearby SR-125 and SR-905 projects in Otay Mesa, such requests for electronic copies of project design plans were channeled through the County of San Diego.
- The Department subsequently conveyed updated hard copy design plans to the owner on **March 7, 2013**.
- Department representatives met with the owner on **May 1, 2013**. It was at this time that the property owner first presented the Department with his conceptual development plans for the subject property. Said conceptual plans did not have San Diego County approval as of May 1, 2013, and have not yet received County approval, based on the latest information provided to the Department.
- The Department conducted a District Condemnation Evaluation Meeting (DCEM) with the owner on **June 19, 2013**. Following this meeting, Department representatives worked closely with the property owner and his private design consultant in revising the size, type, and shape of required right of way areas and investigating the inclusion of language in the various easement descriptions reserving unto the owner, successors, and assigns, the right to remove said easement encumbrances based on specified requirements.
- After the DCEM, Department representatives met with the owner's design consultant on **July 12, 2013** to address/discuss revisions to the project's design, revised right of way requirements, and modified deed language. The owner's consultant expressed satisfaction with the changes.
- The property owner subsequently requested that the right of way impacts at the west end of the subject parcel also be changed to minimize a jog in the right of way line, that if left unchanged, would impact/reduce the developable building area on the remainder parcel, as per the owner's assertions. As such, the Department revised the project design and related right of way requirements, but in doing so, straightened out the right of way limits by marginally increasing the acquisition requirements in this northwesterly area of the subject property. This nominal increase in right of way area was necessitated by existing topography and project design standards. The owner subsequently advised the Department that he had hoped that the right of way limits could instead be pulled back in this area, thus further reducing right of way impacts. (Reasons why this could not be done were discussed and explained with the owner at the August 14, 2013 Condemnation Panel Review Meeting.)
- On **July 24, 2013** the property owner was sent updated deed language and appraisal maps showing revised right of way requirements.
- A Condemnation Panel Review Meeting (CPRM) was conducted with the property owner in San Diego on **August 14, 2013** (this report summarizes the issues addressed at this meeting).

● Revised right of way maps and legal descriptions were conveyed to the owner via e-mail on **September 6, 2013**.

● The owner submitted a follow-up e-mail, dated **September 9, 2013**, noting his perceptions about the CPRM, the personnel in attendance, and the Department's repeated failures to address and resolve his concerns, etc. On Page 3 of the above e-mail, the owner states "*The third unresolved issue pertains to the unwillingness of Caltrans to permit us to grade our parcel prior to the seizure of the property by eminent domain, or to at least commit to cooperating in the grading of the parcel and the purchase of the excess dirt that is underlying the easement.*" At the August 14, 2013 CPRM, and as has occurred previously, the property owner was advised that it is the Department's position that it will not be negotiating for the purchase of soil in the right of way areas, as the Department's fair market value offer includes the purchase of said soil in the right of way areas. In addition, it was repeatedly reiterated to the owner that until the Department secures an agreement with the owner or legal possession through condemnation activities, he was free to pursue the sale of soil from the right of way areas and/or the remainder property with the highway contractor or anyone else, in order to facilitate his pending development plans and related activities. He was also advised that he could commence grading, excavation, and soil removal activities on the subject property at any time with all appropriate County of San Diego approvals, as again, the Department does not now have any sort of negotiated agreement with the owner, nor legal possession via condemnation action. The Department's position continues to be that any payment for the required right of way, in addition to a separate payment for the soil within those right of way areas and any related costs associated with the purchase, excavation, and removal of soil on the remainder parcel to facilitate the property owner's development plans, is a gift of public funds.

Owner:

The proposed acquisition area has a greater impact than required. The Department should provide revocable language in the easement deeds and provide assurances that an encroachment permit will be approved.

Department Response:

The Department has repeatedly made efforts to revise right of way requirements where possible in response to the property owner's suggestions, recommendations, and questions related to the necessity for all project requirements and their potential impact on his future development plans for the subject property. Such efforts by the Department have included changing/converting portions of originally-identified fee acquisition areas to a slope easement area with a related access easement and drainage easement, which can be extinguished when their function and necessity are replaced by other facilities at the time of development. Negotiations and discussions regarding specific deed language addressing these issues have been ongoing and continuous over the last several months. Assurances have also been provided to the property owner that when development occurs and the slope, drainage, and access easements are no longer required for the safety, operation, and maintenance of the freeway as their function and necessity have been replaced, an encroachment permit will not be unreasonably delayed or withheld to facilitate the owner's removal of said facilities and the extinguishment of said easements.

The owner has asked for date-specific termination dates for all the easement areas, but the Department cannot agree to this, as removal of said facilities and extinguishment of these easements are contingent on uncertain factors outside the control of the Department, and more specifically, if/when the subject property is developed to a degree where said facilities are no longer necessary.

As noted above, the Department based on information and recommendations conveyed by the owner at the June 19, 2013 DCEM, revised right of way requirements associated with straightening out a jog in the right of way line in the northwesterly area of the subject property to increase net developable area on the remainder parcel.

In addition, based on information and drawings provided by the owner at the August 14, 2013 CPRM, and after subsequent confirmation with the County of San Diego, the Department immediately revised and marginally reduced right of way requirements at the eastern limits of the property abutting Enrico Fermi Drive.

As outlined above, the Department has now identified all necessary project requirements while striving to plan and locate this project in a manner most compatible with the greatest public good and the least private injury on the subject property. The above efforts document the Department's commitment to accommodating the owner's multiple requests to mitigate project impacts where possible, while also ensuring that adequate property rights are acquired for the safety, operation, and maintenance of the SR-11 freeway.

DEPARTMENT'S CONTACTS

The following contacts have been made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	3
E-Mail of information	4
Telephone contacts	11
Personal / meeting contacts	5

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by Government Code Section 7267.2. The property owner has been notified that issues related to compensation are outside the purview of the Commission.

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.
- The property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting a Resolution of Necessity to the Commission.

RENE FLETCHER
Office of Project Delivery
Division of Right of Way and Land Surveys
Co-Panel Chair

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING HEARING ON August 14, 2013

Don Grebe, HQ's Division of Right of Way and Land Surveys, Panel Chair

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Co-Panel Chair

Scott Fridell, San Diego Legal Office Attorney, Panel Member

Linda Fong, HQ's Division of Design, Panel Member

Robert Dauffenbach, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Makram A. Hanna, Property Owner

Laurie Berman, District 11 Director

Michael Webster, District 11 Design Manager

Nicola Bernard, District 11 TCIF Coordinator

Laura Espinoza, HQ Liaison, Division of Design

Janet Schaffer, Deputy District Director, District 11 Right of Way

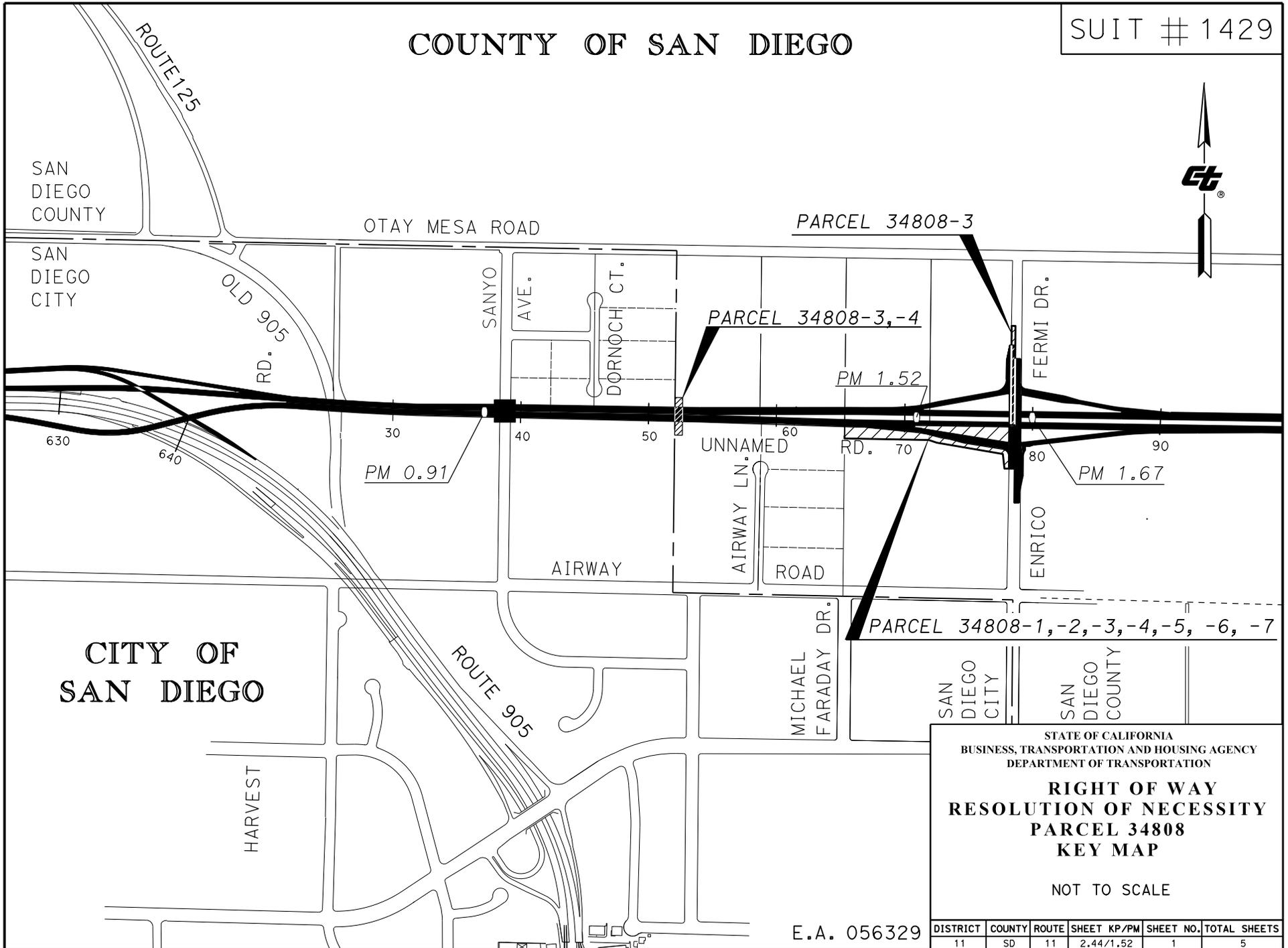
Steve Aragon, Acquisition/Condemnation Branch Chief, District 11 Right of Way

Laura Farah, Associate Right of Way Agent, District 11 Right of Way

COUNTY OF SAN DIEGO

SUIT # 1429

Exhibit B1



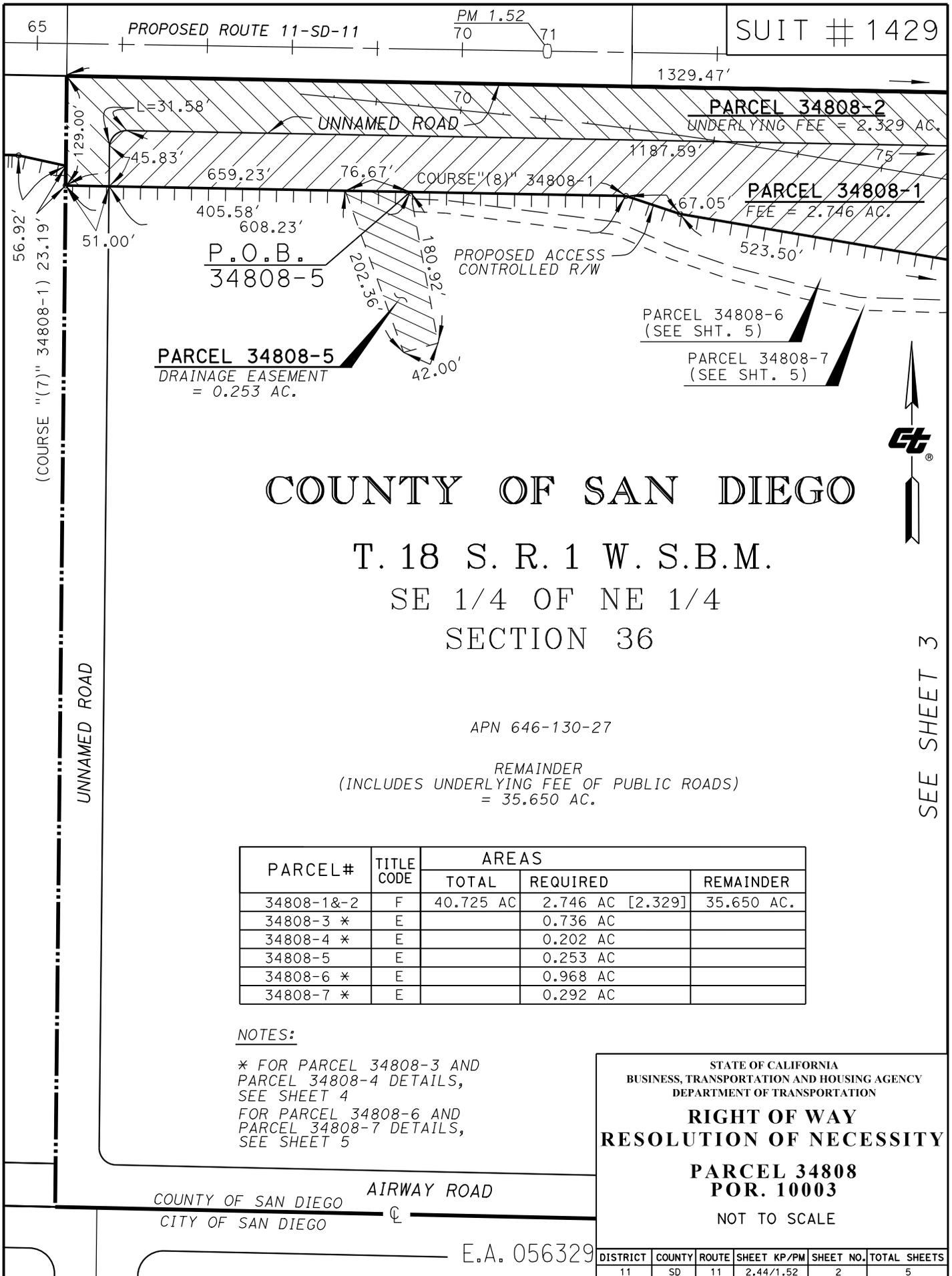
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 RESOLUTION OF NECESSITY
 PARCEL 34808
 KEY MAP**

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
11	SD	11	2.44/1.52	1	5

E.A. 056329



SUIT # 1429

75 PM 1.59 77
1329.47' PROPOSED ROUTE 11-SD-11

PARCEL 34808-2
UNDERLYING FEE

75 1187.59'
PARCEL 34808-1
FEE

L=31.22'

80

67.05'

523.50'

PROPOSED ACCESS
CONTROLLED R/W

PARCEL 34808-6 (SEE SHT. 5)
PARCEL 34808-7 (SEE SHT. 5)

114.41'

257.92'

25.37'
76.37'

51.00'



COUNTY OF SAN DIEGO

T. 18 S. R. 1 W. S.B.M.
SE 1/4 OF NE 1/4
SECTION 36

T. 18 S. R. 1 E.
S.B.M.
SECTION 31

SEE SHEET 2

APN 646-130-27

REMAINDER

RANGE LINE

ENRICO FERMI DRIVE

AIRWAY ROAD

COUNTY OF
SAN DIEGO
CITY OF
SAN DIEGO

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

PARCEL 34808
POR. 10003

NOT TO SCALE

E.A. 056329

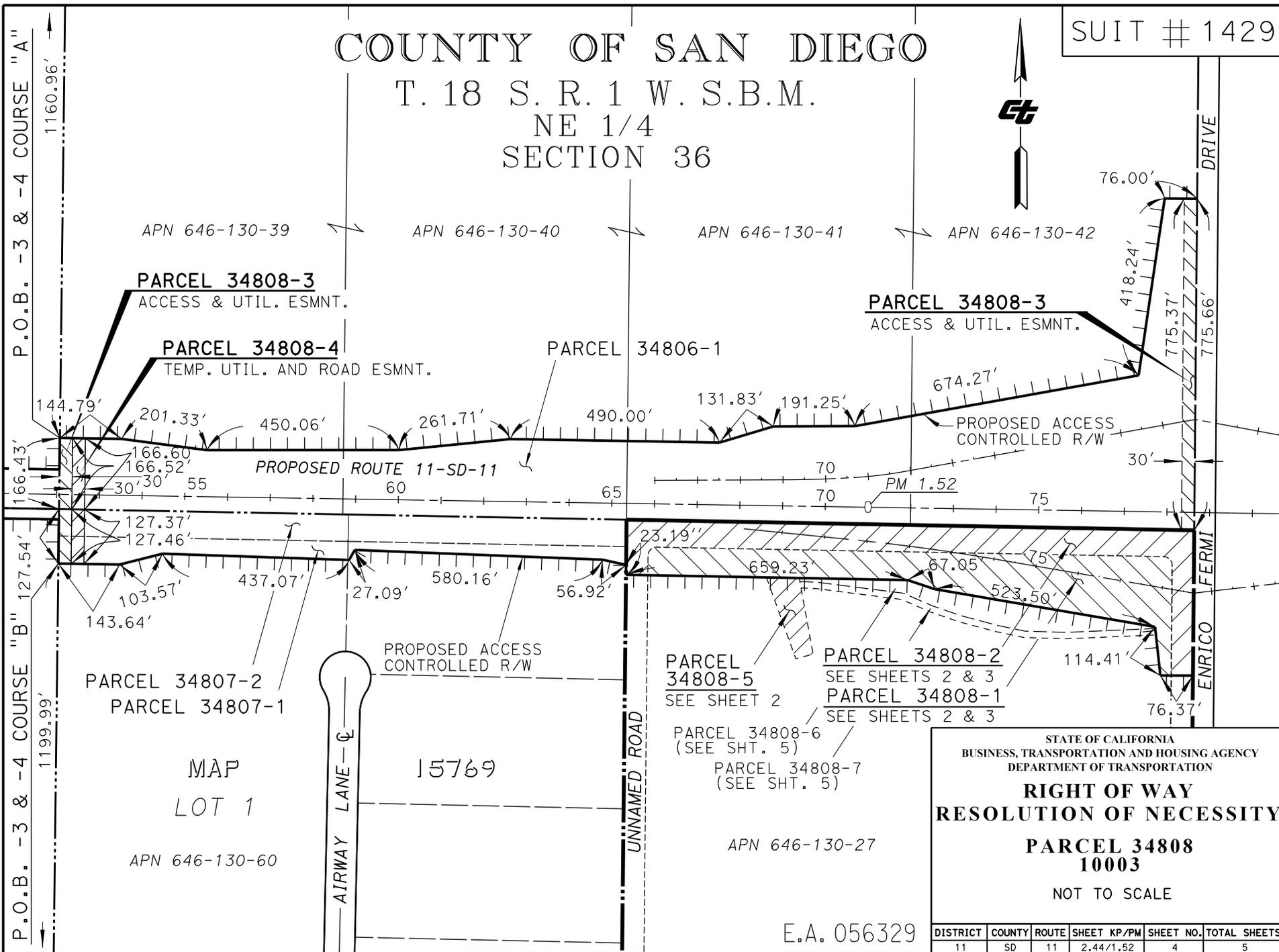
DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
11	SD	11	2.56/1.59	3	5

COUNTY OF SAN DIEGO
 T. 18 S. R. 1 W. S.B.M.
 NE 1/4
 SECTION 36

SUIT # 1429



Exhibit B4



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 RESOLUTION OF NECESSITY**

**PARCEL 34808
 10003**

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
11	SD	11	2.44/1.52	4	5

Exhibit B4

APN 646-130-39

APN 646-130-40

APN 646-130-41

APN 646-130-42

PARCEL 34808-3

ACCESS & UTIL. ESMNT.

PARCEL 34808-4

TEMP. UTIL. AND ROAD ESMNT.

PARCEL 34806-1

PARCEL 34808-3

ACCESS & UTIL. ESMNT.

PROPOSED ROUTE 11-SD-11

PROPOSED ACCESS CONTROLLED R/W

PROPOSED ACCESS CONTROLLED R/W

PARCEL 34808-5
 SEE SHEET 2

PARCEL 34808-2
 SEE SHEETS 2 & 3
 PARCEL 34808-1
 SEE SHEETS 2 & 3

PARCEL 34808-6
 (SEE SHT. 5)

PARCEL 34808-7
 (SEE SHT. 5)

APN 646-130-27

E.A. 056329

MAP

LOT 1

APN 646-130-60

15769

AIRWAY LANE - C

UNNAMED ROAD

DRIVE

ENRICO FERM

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P.O.B. -3 & -4 COURSE "B"

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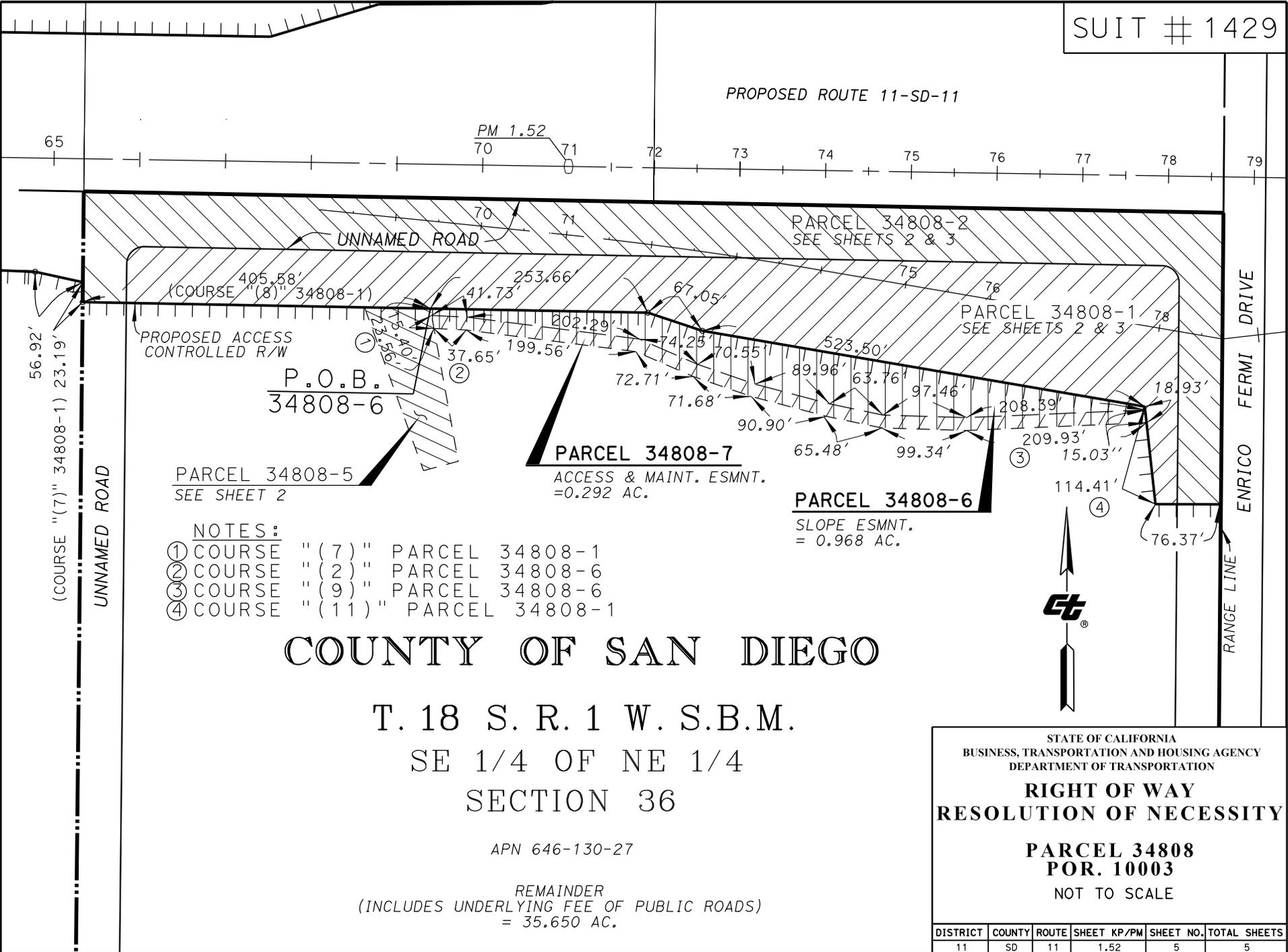
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SUIT # 1429

PROPOSED ROUTE 11-SD-11



- NOTES:**
- ① COURSE "(7)" PARCEL 34808-1
 - ② COURSE "(2)" PARCEL 34808-6
 - ③ COURSE "(9)" PARCEL 34808-6
 - ④ COURSE "(11)" PARCEL 34808-1

COUNTY OF SAN DIEGO

T. 18 S. R. 1 W. S.B.M.
 SE 1/4 OF NE 1/4
 SECTION 36

APN 646-130-27

REMAINDER
 (INCLUDES UNDERLYING FEE OF PUBLIC ROADS)
 = 35.650 AC.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 RESOLUTION OF NECESSITY**

**PARCEL 34808
 POR. 10003**
 NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
11	SD	11	1.52	5	5

Exhibit B5

Exhibit B5

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.4a.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21107 summarized on the following page. This Resolution is for a transportation project on Interstate 5 located in District 7, in Los Angeles County.

ISSUE:

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

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

In this case, the property owner is contesting the Resolution and has requested a written appearance before the Commission. The property owner's only objection is to the amount of the Department's offer and is compensation related. At the request of the property owner, their objection to the Resolution has been submitted in writing to be made part of the official record of the Commission meeting, in lieu of a personal appearance before the Commission. The owner's objection is included as Attachment A.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owner may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at the Commission's October 8, 2013 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21107 - International Satellite Promotions, Inc., a California Corporation

07-LA-5-PM 1.40 - Parcel 77611-1, 2, 3, 4, 01-01 - EA 215929.

Right of Way Certification Date: 03/14/14; Ready to List Date: 03/28/14. Freeway - widen Interstate 5 to add high occupancy vehicle and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, permanent easements for footing and maintenance purposes, a temporary easement for access road and construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Santa Fe Springs at 14111 Freeway Drive. Assessor Parcel Number 7001-012-031.

Attachment A – Owner's Written Objection dated September 5, 2013

PETERSON LAW GROUP

PROFESSIONAL CORPORATION
SUITE 290
19800 MACARTHUR BOULEVARD
IRVINE, CALIFORNIA 92612

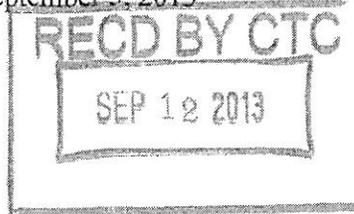
TELEPHONE (949) 955-0127
FACSIMILE (949) 955-9007
WWW.PETERSONLAWGROUP.COM

9/12/13 1:00pm
Received in etc
Delivered to Right of
Way
Copied to Stephen
Mollet

Via Federal Express

September 5, 2013

California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001



Re: State of California Department of Transportation
Proposed acquisition of 14111 Freeway Drive, Santa Fe Springs, CA 90670
Assessor's Parcel No. 7001-012-031

Honorable Commissioners:

We represent International Satellite Promotions, Inc. ("International Satellite Promotions"), with respect to the property the State of California Department of Transportation ("State") proposes to acquire at 14111 Freeway Drive in Santa Fe Springs, California (the "Premises"). We request this letter be made a part of the record and noted as an objection only to the amount offered. We do not intend to appear at the hearing.

International Satellite Promotions is the owner and lessor of the Premises and certain furniture, fixtures and equipment located on and in the Premises.

International Satellite Promotions objects to the proposed acquisition on the basis that the amount offered was insufficient. International Satellite Promotions reserves the right to seek greater compensation.

Very truly yours,

John S. Peterson

JSP:bfm

Attachment A

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

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

August 6, 2013
Del Mar, California

Tuesday, August 6, 2013

9:00 AM

Commission Meeting
Hilton San Diego/Del Mar
Salons A, B, C and D
15575 Jimmy Durante Drive
Del Mar, CA

<u>GENERAL BUSINESS</u>					
1	Roll Call	1.1	James Ghielmetti	I	C
	Chair Jim Ghielmetti	Present	Commissioner Jim Earp	Present	
	Commissioner Bob Alvarado	Absent	Commissioner Dario Frommer	Absent	
	Commissioner Darius Assemi	Absent (Arrived at 9:48 AM)	Commissioner Carl Guardino	Present	
	Commissioner Yvonne Burke	Present	Commissioner Fran Inman	Present	
	Commissioner Lucetta Dunn	Present	Commissioner Joe Tavaglione	Present	
	TOTAL	Present: 7	Absent: 0		
	Senator Mark DeSaulnier, Ex-Officio	Absent (Arrived at 9:05 AM)			
	Assembly member Bonnie Lowenthal, Ex-Officio	Absent			

2	Approval of Minutes for June 11, 2013	1.2	James Ghielmetti	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Burke

Second: Tavaglione

Vote result: 7-0

Absent: Alvarado, Assemi, Frommer

3	Executive Director's Report	1.3	Andre Boutros	A	C
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Executive Director, Andre Boutros, congratulated Laurel Janssen on her promotion to CTC Deputy Director.

Recommendation: Approval of the CTC Draft Annual Report Outline

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Vote result: 7-0

Absent: Alvarado, Assemi, Frommer

Recommendation: Approval of 2013 and 2014 CTC Meeting Schedules

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Frommer

4	Commission Reports	1.4	James Ghielmetti	A	C
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Commissioner Dunn announced that she serves on the Ontario Airport Commission.

Tab #	Item Description	Ref. #	Presenter	Status*
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Commissioner Inman attended the Freight Advisory Council.

5	Commissioners' Meetings for Compensation	1.5	James Ghielmetti	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Vote result:** 7-0 **Absent:** Alvarado, Assemi, Frommer

CALIFORNIA STATE TRANSPORTATION AGENCY REPORT					
6	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	B

California State Transportation Agency Secretary, Brian Kelly, discussed the new agency's office relocation, personnel changes and Caltrans Performance Review/

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

Caltrans Acting Chief Deputy Director, Norma Ortega, briefly discussed Caltrans personnel changes, ARTI, and Buy America

Commissioners thanked Mike Miles for his years of service in District 7.

UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT					
8	Report by US Department of Transportation	1.11	Vincent Mammano	I	R

U.S. Department of Transportation, Federal Highway Administration, Associate Division Administrator, Rick Backlund gave brief update on federal transportation issues facing the state.

LOCAL REPORTS					
9	Report by Regional Agencies Moderator	1.8	Adriann Cardoso	I	R

Adriann Cardoso discussed the RTPA activities.

10	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R
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Sharon Scherzinger reported on the Rural Counties Task Force activities.

11	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
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Santa Barbara Association of Governments, Senior Transportation Planner, Sarkes Khachek, gave an update on the Self-Help Counties Coalition.

POLICY MATTERS					
12	State and Federal Legislative Matters	4.1	Laura Pennebaker	A	C

Recommendation: Approval of staff report and recommendation

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Vote result:** 7-0 **Absent:** Alvarado, Assemi, Frommer

13	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	A	D
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CTC Deputy Director, Mitch Weiss, and Caltrans Acting Chief Financial Officer, Steven Keck, gave an update on the Budget and Allocation Capacity via PowerPoint.

14	2014 STIP Guidelines Hearing	4.5	Mitchell Weiss	I	C
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CTC Deputy Director, Mitch Weiss, discussed STIP Guidelines conference call and hearing in Sacramento.

Tab #	Item Description	Ref. #	Presenter	Status*	
<p><u>Public Speakers:</u> Kurt Brotke – OCTA Shirley Medina – RCTC Patricia Chen – LA Metro Andrea Zureick – San Bernardino Associated Governments Kenneth Kao – Metropolitan Transportation Commission – MTC</p>					
15	Adoption of 2014 State Transportation Improvement Program Guide-lines Resolution G-13-07	4.6	Mitchell Weiss	A	C

Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Burke **Second:** Guardino **Vote result:** 8-0 **Absent:** Alvarado, Frommer

16	Adoption of 2014 Fund Estimate Resolution G-13-08	4.7	Mitchell Weiss Steven Keck	A	C/ D
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Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Dunn **Vote result:** 8-0 **Absent:** Alvarado, Frommer

17	Los Angeles Accelerated Regional Transportation Improvements (ARTI) Public Private Partnership Proposal	4.14	Nizar Melehani	I	D
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Caltrans Acting Public-Private Partnership Program Manager, Nizar Melehani, discussed the Los Angeles Accelerated Regional Transportation Improvements (ARTI) Public Private Partnership Proposal via PowerPoint.

Public Speakers: Roger Moliene – LA Metro
 Doug Failing – LA Metro

18	California Transportation Infrastructure Priorities	4.3	Brian Kelly	I	B
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California State Transportation Agency Secretary, Brian Kelly, discussed the California Transportation Infrastructure priorities including performance measures, funding issues and solutions and high speed rail.

19	Bay Bridge Update	4.18	Stephen Maller	I	C
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CTC Deputy Director, Stephen Maller, presented an update on the Bay Bridge via PowerPoint.

20	Buy America Update	4.15	Stephen Maller Brent Green	I	D
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Caltrans Division Chief for Right of Way and Land Surveys, Brent Green, gave an update on Buy America via PowerPoint.

Public Speakers: Alice Ramsey - Caltrans

INFORMATION CALENDAR		Stephen Maller			
21	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$3,200,000 for three projects. -- SHOPP Safety G-03-10 Allocations (2.5f.(3)): \$34,422,000 for eight projects.	2.5f.		I	D

This Item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
22	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D

This Item was presented as part of the Information Calendar.

23	Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a		I	D
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This Item was presented as part of the Information Calendar.

24	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per FY 2005-06 Allocation Plan and Criteria and Resolution G-06-08	3.2b		I	D
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This Item was presented as part of the Information Calendar.

25	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
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This Item was presented as part of the Information Calendar.

26	Annual Analysis by the State Treasurer of Bonding Capacity (GARVEE Bonds) of the Federal Transportation Funds	4.13		I	C
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This Item was presented as part of the Information Calendar.

CONSENT CALENDAR			Stephen Maller		
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This Item was presented and approved as part of the Consent Calendar.

Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Tavaglione

Second: Earp

Vote result: 8-0

Absent: Alvarado, Frommer

27	The City of Inglewood proposed to amend the TLSP baseline agreement for the La Brea Avenue project (Project 6758) in Los Angeles County, to update the project schedule. Resolution TLSP-PA-1314-01	2.1c.(6)		A	D
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This Item was presented and approved as part of the Consent Calendar.

28	Submittal of Notice of Preparation for Comments 04-CC-680 Construct HOV Lane on I-680 in the city of San Ramon. (EA 3A860) (NOP)	2.2a.(1)		A	D
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This Item was presented and approved as part of the Consent Calendar.

29	Submittal of Notice of Preparation for Comments 11-SD-67, PM 6.7/19.0 Construct safety improvements along an existing 12.3 mile segment of SR-67 near the city of Poway (PPNO 0670) (NOP)	2.2a.(2)		A	D
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This Item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
30	Submittal of Draft Environmental Document for Comment: 12-ORA-405, PM 9.3/24.2, 07-LA-405, PM 0.0/1.2, 12-ORA-22, PM R0.7/R3.8, 12-ORA-22, PM R0.5/R0.7, 12-ORA-73, PM R27.2/R27.8, 12-ORA-605, PM 3.5/R1.6 07-LA-605, PM R0.0/R1.2 San Diego Freeway (I-405) Improvement Project Roadway improvements on a portion of I-405 in and near the city of Long Beach. (EA 0H1000) (SDEIR)	2.2b.		A	D

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

31	Approval of Projects for Future Consideration of Funding and/or Future Consideration for Route Adoption: 08-SBd-18, PM 53.12/53.87 State Route 18 Safety Road Widening and Installation of Left-Turn Pocket Project Roadway widening and improvements on a portion of SR 18 in the city of Big Bear. (ND) (PPNO 0188C) (SHOPP) Resolution E-13-58 02-Tri-299, PM 12.2/12.9 Collins Curve Improvement Project Roadway improvements on a portion of SR-299 near the town of Burnt Ranch. (MND) (PPNO 3438) (SHOPP) Resolution E-13-59 01-Men-271, PM 7.12/7.2 Leggett Maintenance Station Groundwater Remediation Project. Installation of groundwater remediation equipment on a section of SR 271 near the town Leggett. (ND) (PPNO 4510) (SHOPP) Resolution E-13-60 06-Tul-190, PM 0.0/8.0 State Route 190 Rehabilitation Project. Roadway improvements on a portion of SR-190 in and near the city of Tipton. (MND) (PPNO 6508) (SHOPP) Resolution E-13-61 10-Sta-4, PM 6.3/6.5 Rockaway Shoulder Widening and Rumble Strips Project. Roadway improvements on a portion of SR-04 near the community of Farmington. (MND) (PPNO 0287) (SHOPP) Resolution E-13-62 3-Pla-193, PM 4.4/5.5 (Route Adoption) State Route 193 Curve Improvement Project. Roadway improvements on a portion of SR-193 near the city of Lincoln. (MND) (PPNO 5580) (SHOPP) Resolution E-13-63 (Related Item under Tab 32.)	2.2c.(1)		A	D
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This Item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
32	A Route Adoption as a State Highway 03-Pla-193-PM 4.4/5.5 From 0.1 mile west of Clark Tunnel Road to 1.0 mile east of Clark Tunnel Road, in the County of Placer Resolution HRA 13-02 <i>(Related Item under Tab 31.)</i>	2.3a.		A	D

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

33	Three Relinquishment Resolutions – -- 04-SM-1-PM 38.4/40.0 Right of way along Route 1 superseded by the Devil’s Slide Tunnel realignment, in the county of San Mateo. Resolution R-3878 -- 05-Mon-101-PM 85.5/85.7 Right of way along Route 101 at Airport Boulevard, De La Torre and Moffett Streets, in the city of Salinas. Resolution R-3879 -- 05-Mon-101-PM 85.3/85.5 Right of way along Route 101 at De La Torre Street, in the county of Monterey. Resolution R-3880	2.3c.		A	D
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This Item was presented and approved as part of the Consent Calendar.

34 8 Ayes	23 Resolutions of Necessity Resolutions C-21077 through C21081, C-21083 through C-21095 and C-21097 through C-21101	2.4b.		A	D
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This Item was presented and approved as part of the Consent Calendar.

35	Director’s Deeds Items 1 through 15 Excess Lands - Return to State: \$6,817,900 Return to Others: \$0	2.4d.		A	D
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This Item was presented and approved as part of the Consent Calendar.

36	Financial Allocation Amendment: Reduce the original SHOPP/TCIF allocation for construction by \$9,508,000, from \$42,300,000 to \$32,792,000, for Project 12 (I-80 Eastbound Cordelia Truck Scales Relocation project [PPNO 5301R]) in Solano County. Resolution FP-13-14, Amending Resolution FP-10-33 Resolution TCIF-AA-1314-02	2.5b.(5a)		A	D
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This Item was presented and approved as part of the Consent Calendar.

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

Financial Allocation Amendment: SHOPP/TCIF Project 12 – I-80 Eastbound Cordelia Truck Scales Relocation (PPNO 5301R)

--Revise Book Item as follows:

- Under “Recommendation”, fourth sentence should read as: “allocation amount for Project **5 12** – I-80 Eastbound ...”
- Under “Issue”, second sentence should read as “SHOPP/TCIF funds for Project **12** – I-80 Eastbound Cordelia ...”
- Under “Financial Resolution”, third sentence should read as “Resolution FP-10-33, for Project **5 12** – I-80 Eastbound ...”

-- Agenda, Vote List and Attachment are correct.

Tab #	Item Description	Ref. #	Presenter	Status*	
37	Financial Allocation Amendment: Reduce the original SHOPP/TCIF allocation for construction by \$7,209,000, from \$48,959,000 to \$41,750,000, for Project 5 (I-580 Eastbound Truck Climbing Lane project [PPNO 0104]) in Alameda County. Resolution FP-13-15 Amending Resolution FP-10-33 Resolution TCIF-AA-1314-03	2.5b.(5b)		A	D

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

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

Financial Allocation Amendment: SHOPP/TCIF Project 5 – I-580 Eastbound Trucking Climbing Lane (PPNO 0104)

--Revise Book Item as follows:

- Under "Recommendation", fourth sentence should read as "amount for Project 42 5 – I-580 Eastbound Truck Climbing Lane..."
- Under "Issue", second sentence should read as "\$48,959,000 in SHOPP/TCIF funds for Project 42 5 – I-580 Eastbound..."
- Under "Financial Resolution", third sentence should read as "for Project 42 5 – I-580 Eastbound Truck Climbing..."

-- Agenda, Vote List and Attachment are correct.

38	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$5,479,000, from \$52,000,000 to \$46,521,000, for the Atwater-Merced Expressway Phase 1A project (PPNO 5264A) in Merced County, and revise the project funding plan. Resolution R99-AA-1314-01 Amending Resolution R99-A-1213-05 Resolution R99-PA-1314-01 Amending Resolution R99-P-1213-06	2.1c.(2)/ 2.5g.(2)		A	D
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This Item was presented and approved as part of the Consent Calendar.

39	Financial Allocation Amendment: Reduce the original TCIF allocation for construction by \$4,079,000 from \$37,638,000 to \$33,559,000 for Project 88 (Baldwin Avenue Grade Separation [PPNO TC88]), in Los Angeles County. Resolution TCIF-AA-1314-01, Amending Resolution TCIF-A-1112-12	2.5g.(5e)		A	D
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This Item was presented and approved as part of the Consent Calendar.

40	Financial Allocation: \$426,000 for the City of Inglewood - La Brea Avenue TLSP project in Los Angeles County. Resolution TLS1B-A-1314-01	2.5g.(7)		A	D
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This Item was presented and approved as part of the Consent Calendar.

41	Financial Allocation Amendment: Reduce the original HRCSA allocation for construction by \$1,534,213, from \$15,293,000 to \$13,758,787, for the Hageman Road Grade Separation project (EA H013BA) in Kern County, to reflect contract award savings. Resolution GS1B-AA-1314-01 Amending Resolution GS1B-AA-1112-005	2.5g.(9)		A	D
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This Item was presented and approved as part of the Consent Calendar.

42	Technical correction to Resolution SLP1B-A-1213-18, originally approved March 5, 2013, allocating \$30,827,000 for 47 locally administered SLPP project, off the State Highway System. A technical correction is needed for Project 22 (Broadway and McFadden Avenue Rehabilitation) to revise the Project ID number.	2.9a.		A	D
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Tab #	Item Description	Ref. #	Presenter	Status*
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This Item was presented and approved as part of the Consent Calendar.

43	Technical correction to Resolution FP-08-42, originally approved on April 15, 2009, for \$10,000,000 for 36 EEM Program projects. A technical correction is need for Project 6 – Middle Yuba River to revise the project recipient in the vote box from the Trust for Public Land to Bear Yuba Land Trust.	2.9b.		A	D
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This Item was presented and approved as part of the Consent Calendar.

44	Technical correction to Resolution GS1B-A-1112-005, originally approved May 23, 2012, for \$12,157,000 for two locally administered HRCSA projects. A technical correction is need for Project 2 - North Spring Street Grade Separation project in Los Angeles County to revise the Project ID number.	2.9c.		A	D
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This Item was presented and approved as part of the Consent Calendar.

45	Adoption of the Rate for Local Government Matching of California Aid to Airports Program (CAAP) Resolution G-13-09	4.11		A	D
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This Item was presented and approved as part of the Consent Calendar.

46	Approval of the Capital Improvement Plan Element of the California Aviation System Plan	4.12		A	D
END OF CONSENT CALENDAR					

AIRSPACE LEASES					
47	Airspace Lease - Request to directly negotiate with the San Diego Unified Port District	2.4c.	Stephen Maller Brent Green	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Inman **Vote result:** 6-0 **Absent:** Alvarado, Assemi, Burke, Frommer

PROGRAM STATUS					
48	2013 Report of State Transportation Improvement Program (STIP) Balances, County and Interregional Shares	3.3	Laurel Janssen	I	C

CTC Deputy Director, Laurel Janssen, discussed the 2013 Report of State Transportation Improvement Program (STIP) Balances, County and Interregional Shares also known as the Orange book.

49	Proposition 1B Semi-Annual Status Report	3.5	Stephen Maller	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Assemi **Vote result:** 7-0 **Absent:** Alvarado, Burke, Frommer

POLICY MATTERS					
50	Trade Corridor Improvement Fund Program – Policy Utilize Program Savings Resolution TCIF-P-1314-03	4.10	Stephen Maller	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Tab #	Item Description	Ref. #	Presenter	Status*	
<p><u>Public Speakers:</u> Rachel Korkos – Alameda Corridor, East Construction Authority Marcella Rensi – Santa Clara VTA Bill Gray – Santa Clara VTA</p>					
51	Trade Corridors Improvement Fund-Program Amendment Resolution TCIF-P-1314-02	4.8	Stephen Maller	A	C

Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Tavaglione

Second: Dunn

Vote result: 7-0

Recuse: Inman

Absent: Alvarado, Frommer

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

TCIF-Program Amendment

--Revise Book Item; correct the amounts of increase in TCIF funds, as follows:

-Project 48 (Page 1) - ~~\$5.065 million~~ **\$5.066 million.**

-Project 50 (Page 2 and Page 5) - ~~\$746 thousand~~ **\$747 thousand.**

52	Proposition 1B Intercity Rail Improvement Program Amendment Resolution ICR1B-P-1314-01, Amending Resolution ICR1B-P-1112-01	4.17	Juan Guzman Bill Bronte	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Earp

Second: Tavaglione

Vote result: 8-0

Absent: Alvarado, Frommer

53	Notice of the FFY 2011-12 Federal Transit Administration Section 5310 Elderly & Disabled Transit Program Resolution G-13-10	4.20	Juan Guzman	I	C
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CTC Associate Deputy Director, Juan Guzman, presented the update on the Notice of the FFY 2011-12 Federal Transit Administration Section 5310 Elderly and Disabled Transit Program.

<u>Environmental Matters</u>					
<u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u>					
54	Approval of Project for Future Consideration of Funding: 07-LA-5, PM R45.4/R59.0 I-5 HOT Lane Project. Addition of a High Occupancy Toll Lane to a portion of I-5 in and near the city of Valencia. (SFEIR) (EA 2332E) Resolution E-13-64	2.2c.(2)	Laura Pennebaker Katrina Pierce	A	D

Recommendation: Approval of Items 54-56

Action Taken: Approved

Motion: Tavaglione

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

55	Approval of Project for Future Consideration of Funding: 05-Mon-156, PM R1.60/T5.2, 05-Mon-101, PM 94.6/96.8 Route 156 West Corridor Project. Roadway improvements on a portion of SR-156 in and near the city of Prunedale. (FEIR) (PPNO 0057C) (STIP) Resolution E-13-65	2.2c.(3)	Laura Pennebaker Katrina Pierce	A	D
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Recommendation: Approval of Items 54-56

Action Taken: Approved

Motion: Tavaglione

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

Tab #	Item Description	Ref. #	Presenter	Status*	
56	Approval of Project for Future Consideration of Funding: 04-SCI-152, PM 0.14/5.20 Hecker Pass Safety Improvement Project. Roadway improvements at five locations along a portion of SR-152 near the city of Gilroy. (FEIR) (PPNO 0483J) (SHOPP) Resolution E-13-66	2.2c.(4)	Laura Pennebaker Katrina Pierce	A	D

Recommendation: Approval of Items 54-56

Action Taken: Approved

Motion: Tavaglione

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

Amendments for Action					
57	The Siskiyou County Local Transportation Commission proposes to amend the 2012 STIP to program \$300,000 in RIP funds from Siskiyou County's unprogrammed share balance for construction on a new project, Angel Maple Operational Improvements (PPNO 3530), in Siskiyou County. STIP Amendment 12S-049	2.1a	Mitchell Weiss Rachel Falsetti	A	D

This Item was pulled from the agenda.

Proposition 1B TCIF Project Amendments for Action					
58	The Alameda Corridor East Construction Authority proposes to amend the TCIF baseline agreement for Project 15 (San Gabriel Valley Grade Separation Program [PPNO TC15]) in Los Angeles County to update the delivery schedule, cost and funding plan. Resolution TCIF-P-1314-01 Amending Resolution TCIF-P-1112-45	2.1c.(5)	Stephen Maller Katie Benouar	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Vote result: 7-0

Recuse: Inman

Absent: Alvarado, Frommer

Financial Allocations for SHOPP Projects					
59	Financial Allocation: \$129,498,000 for 32 SHOPP projects, programmed, in FY 12-13, as follows: --\$117,422,000 for 27 SHOPP projects. --\$12,076,000 for five projects amended into the SHOPP by Departmental action. Resolution FP-13-01	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval of Items 59-61 as amended

Action Taken: Approved as amended

Motion: Earp

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

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

Financial Allocations for SHOPP projects

--Revise the Vote List and Attachment for Project 4 (PPNO 03-5095); change the following amounts:

-Allocation Amount ~~\$27,314,000~~ **\$26,122,000**

-Amount by Fund Type: 302-0042 ~~\$546,000~~ **\$522,000**, 302-0890 ~~\$7,836,000~~ **\$25,600,000**

➤ Project 8 (PPNO 04-0273M) **Withdrawn prior to the CTC Meeting. Project cannot be allocated due to not meeting Buy America requirements.**

➤ Project 29 (PPNO 07-4156) **Withdrawn prior to the CTC Meeting. Project cannot be allocated due to not meeting Buy America requirements.**

Tab #	Item Description	Ref. #	Presenter	Status*	
60	Financial Allocation: \$53,792,000 for 11 SHOPP projects, programmed in FY 13-14, as follows: --\$39,792,000 for nine SHOPP projects. --\$14,000,000 for two projects amended into the SHOPP by Department action. Resolution FP-13-02	2.5b.(2)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval of Items 59-61 as amended

Action Taken: Approved as amended

Motion: Earp **Second:** Assemi **Vote result:** 8-0 **Absent:** Alvarado, Frommer

61	Advance Financial Allocation: \$1,369,000 for one SHOPP project in Los Angeles County, programmed in FY 2014-15. Resolution FP-13-13	2.5b.(4)	Juan Guzman Rachel Falsetti	A	D
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Recommendation: Approval of Items 59-61 as amended

Action Taken: Approved as amended

Motion: Earp **Second:** Assemi **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Financial Allocations for SHOPP/TCIF Projects					
62	Financial Allocation: \$73,433,000 for SHOPP/TCIF Project 4 (I-880 Reconstruction – 29 th and 23 rd Avenues Overcrossing project [PPNO 0044C]) in Alameda County. Resolution FP-13-03 Resolution TCIF-A-1314-01	2.5b.(3a)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Assemi **Vote result:** 8-0 **Absent:** Alvarado, Frommer

63	Financial Allocation: \$15,000,000 for SHOPP/TCIF Project 94 (Santa Clara – US 101 Freeway Performance Initiative project [PPNO 0449R]) in Santa Clara County. Resolution FP-13-04 Resolution TCIF-A-1314-02	2.5b.(3b)	Stephen Maller Rachel Falsetti	A	D
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This Item was pulled from the agenda.

Financial Allocations for STIP Projects					
64	Financial Allocation: \$29,935,000 for three State administered STIP projects, on the State Highway System. Contributions from other sources: \$648,000. Resolution FP-13-06	2.5c.(1)	Mitchell Weiss Rachel Falsetti	A	D

Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Earp **Second:** Dunn **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Public Speakers:

- Gerry Hemmingsen – Del Norte County
- Mike Sullivan – Del Norte Transportation Commission
- Chris Howard – Del Norte LTC

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

- Financial Allocations for State administered STIP projects on the SHS
- Project 3 (PPNO 4348) – 12th Avenue Interchange on SR 198 **Withdrawn prior to the CTC Meeting. Project cannot be allocated due to not meeting Buy America requirements.**

Tab #	Item Description	Ref. #	Presenter	Status*	
65	Financial Allocations: \$16,925,000 for 24 locally administered STIP projects off the State Highway System, as follows: --\$4,768,000 for eight STIP projects. --\$7,342,000 for three STIP Transportation Enhancement projects. --\$4,815,000 for 13 STIP Planning, Programming, and Monitoring projects. Resolution FP-13-07	2.5c.(3a)	Mitchell Weiss Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

Supplemental Financial Allocations for Locally Administered STIP Projects					
66	Supplemental Financial Allocation: \$183,000 for the Evergreen Road Bridge Replacement locally administered STIP project (PPNO 2379) in Tehama County, off the State Highway System. Resolution FP-13-08	2.5c.(3b)	Mitchell Weiss Denix Anbiah	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Frommer

Public Speakers: Barbara O’Keeffe – Tehama County Transportation

67	Supplemental Financial Allocation: \$50,000 for the Branscomb Road Pedestrian Bridge locally administered STIP TE project (PPNO 4517) in Mendocino County, off the State Highway System. Resolution FP-13-09	2.5c.(3c)	Mitchell Weiss Denix Anbiah	A	D
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This Item has been deferred to a future meeting.

Advance Financial Allocations for STIP Projects					
68	Advance Financial Allocation: \$2,468,000 for two locally administered STIP TE projects, off the State Highway System, programmed in FY 15-16. Contributions from other sources: \$ 3,700,000. Resolution FP-13-__	2.5c.(4)	Mitchell Weiss Denix Anbiah	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Assemi

Second: Tavaglione

Vote result: 8-0

Absent: Alvarado, Frommer

Financial Allocations for Local Alternative Transportation Improvement Program Projects					
69	Financial Allocation: \$8,100,000 for the Hayward Route 238 Street Improvement, Local Alternative Transportation Improvement Program project, on the State Highway System. Resolution FP-13-11	2.5c.(5)	Laurel Janssen Rachel Falsetti	A	D

Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Tavaglione

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Frommer

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

Financial Allocation for the STIP Hayward Route 238 Street Improvement project
--Revise Attachment and Vote List; correct Program Year as ~~XXX / 12-13~~ **LATIP / 12-13** and correct Program code as ~~20.20.XXX.XXX~~ **20.20.800.200**

Tab #	Item Description	Ref. #	Presenter	Status*	
Financial Allocations for Supplemental Funds					
70	Financial Allocation: \$260,000 in supplemental funds for the previously voted SHOPP Major Damage Restoration (PPNO 0527) project in Imperial County to close-out the construction contract. The current SHOPP allocation is \$1,400,000. This request for \$260,000 results in an increase of 18.6 percent over the current allocation. Resolution FA-13-04	2.5e.(2)	Mitchell Weiss Laurie Berman	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Assemi

Vote result: 8-0

Absent: Alvarado, Frommer

71	Financial Allocation: \$50,000 in supplemental funds for the previously voted SHOPP Major Damage Restoration (PPNO 1082) project in San Diego County to close-out the construction contract. The current SHOPP allocation is \$450,000. This request for \$50,000 results in an increase of 11.1 percent over the current allocation. Resolution FA-13-05	2.5e.(3)	Mitchell Weiss Laurie Berman	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino

Second: Tavaglione

Vote result: 8-0

Absent: Alvarado, Frommer

72	Financial Allocation: \$4,000,000 in STIP supplemental funds for the State Route 24 Caldecott Tunnel Fourth Bore project (PPNO 0057A) in Alameda and Contra Costa Counties. This request for \$4,000,000 results in an increase of 148.1 percent over the programmed budget. Resolution FA-13-06	2.5e.(4)	Mitchell Weiss Bijan Sartipi	A	D
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Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Dunn

Second: Assemi

Absent: Alvarado, Frommer

Vote Results: 5-3 (Commissioners Gheilmetti, Guardino, and Tavaglione voting no)

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

Financial Allocation: \$4,000,000 in STIP supplemental funds for the State Route 24 Caldecott Tunnel Fourth Bore project (PPNO 0057A) in Alameda and Contra Costa. This request for \$4,000,000 results in an increase of 148.1 percent over the programmed budget. \$2,796,000 in American Recovery and Reinvestment Act of 2009 funds for the State Route 24 Caldecott Tunnel Fourth Bore project (PPNO 0057A) in Alameda and Contra Costa Counties
Resolution FA-13-06

--Revise Agenda Language.

YELLOW REVISED ITEM

Financial Allocations for Proposition 1B TCIF Projects					
73	Financial Allocation: \$8,855,000 for the locally administered TCIF Project 64 (Lenwood Road Railroad Grade Separation project [PPNO 1135]) in San Bernardino County, off the State Highway System. Contributions from other sources: \$22,878,000. Resolution TCIF-A-1314-04	2.5g.(5a)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 73-76 as amended

Action Taken: Approved

Motion: Earp

Second: Guardino

Vote result: 8-0

Absent: Alvarado, Frommer

Tab #	Item Description	Ref. #	Presenter	Status*	
74	Financial Allocation: \$39,519,000 for the locally administered TCIF Project 40 (Lakeview Avenue Grade Separation project [PPNO TC40]) in Orange County, off the State Highway System. Contributions from other sources: \$60,244,000. Resolution TCIF-A-1314-05	2.5g.(5b)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 73-76 as amended

Action Taken: Approved

Motion: Earp

Second: Guardino

Vote result: 8-0

Absent: Alvarado, Frommer

75	Financial Allocation: \$10,880,000 for the locally administered TCIF Project 2 (Richmond Rail Connector Rail project [PPNO 0241B]) in Contra Costa County. Contributions from other sources: \$11,770,000. Resolution TCIF-A-1314-06	2.5g.(5c)	Stephen Maller Rachel Falsetti	A	D
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Recommendation: Approval of Items 73-76 as amended

Action Taken: Approved

Motion: Earp

Second: Guardino

Vote result: 8-0

Absent: Alvarado, Frommer

Financial Allocation for Multi-Funded Project with STIP/SHOPP/TCIF Program Funds					
76	Financial Allocation: \$35,412,000 for the State administered TCIF Project 89 -WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (PPNO 5301L) multi-funded project in Solano County, on the State Highway System. Contributions from other sources: \$29,448,000. Resolution FP-13-12 Resolution TCIF-A-1314-07	2.5g.(5d)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 73-76 as amended

Action Taken: Approved

Motion: Earp

Second: Guardino

Vote result: 8-0

Absent: Alvarado, Frommer

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

Financial Allocation: \$35,142,000 for the multi-funding TCIF Project 89-WB 1-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements project (PPNO 5301L) in Solano County.

--Revise the Vote List and Attachment; correcting the "Dist-Co-Rte" and "Postmile" information as follows:

~~04-Sol-12,80; 12.0/12.9, 2.5/R2.8, 12.0/13.1~~ **04-Sol-80,12; 12.0/13.1 R2.1/R2.8**

Proposition 116 Rail Program Project Approvals/ Amendments for Action					
77	Proposition 116 Project Application Amendment for the Transportation Agency for Monterey County (TAMC) Rail Extension to Monterey County project (PPNO 1155) – PUC Section 99638. Resolution PA-13-01, Amending PA-10-03 <i>(Related Items under Tabs 78)</i>	2.1d.	Juan Guzman	A	C

Recommendation: Approval of Item 77 and 78

Action Taken: Approved

Motion: Guardino

Second: Tavaglione

Vote result: 8-0

Absent: Alvarado, Frommer

Tab #	Item Description	Ref. #	Presenter	Status*	
Financial Allocation Amendment for Local Proposition 116 Projects					
78	Financial Allocation Amendment: Reduce the original Proposition 116 allocation of \$6,247,813 by \$4,917,837, to \$1,329,976, and to re-allocate \$300,000 for PA&ED; \$300,000 for PS&E; and \$729,976 for R/W for the Rail Extension to Monterey County project (PPNO 1155) in Monterey County - PUC 99638. Resolution BFA-13-01; Amending Resolution BFP-09-03 <i>(Related Item under Tab 77)</i>	2.6b.	Juan Guzman Jane Perez	A	D

Recommendation: Approval of Item 77 and 78

Action Taken: Approved

Motion: Guardino **Second:** Tavaglione **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Financial Allocations/Amendments for TCRP Projects					
79	Financial Allocation: \$38,142,000 for three Tier 1 TCRP projects in Los Angeles County. Resolution TFP-13-01	2.6e.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Vote result:** 8-0 **Absent:** Alvarado, Frommer

80	Financial Allocation: \$40,000,000 for construction of Tier 1 TCRP Project 1.2 (BART to San Jose- Phase 1; Extend BART Warm Springs to Berryessa [PPNO 2147D]) in Santa Clara County. Resolution TFP-13-02	2.6e.(2)	Juan Guzman Rachel Falsetti	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Guardino **Second:** Tavaglione **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Aeronautics Financial Matters					
81	Financial Allocation for FY 2013-14 Aeronautics Set-Aside to Match Federal Airport Improvement Program Grants Resolution FDOA-2013-01	2.7	Mitchell Weiss Dennis Jacobs	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Inman **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Time Extension Requests per CTC Resolution G-06-08, Resolution G-06-20, STIP Guidelines, Section 65 – Timely Use of Funds / Proposition 116 Waiver Requests / Miscellaneous Requests					
Request to Extend the Period of Project Allocation					
82	Request to extend the period of project allocation for nine SHOPP projects totaling \$60,224,000. Waiver 13-33	2.8a.	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval of Item 82-88

Action Taken: Approved

Motion: Earp **Second:** Dunn **Vote result:** 8-0 **Absent:** Alvarado, Frommer

Proj #	PPNO	County	Agency	Extension	Recommendations		
				Request	Caltrans	CTC Staff	Notes

Tab #	Item Description			Ref. #	Presenter	Status*	
1	01-4459	MEN-1	Caltrans-SHOPP	8 months	8 months	8 months	Delays in obtaining County/CCC permits Public opposition delayed CCC approval Buy America delayed utility agreements Time to update contract to new standards CCC permit, study, re-design, be RTL Jan'15 Modify design to combine with HOV project Time to remove location, update estimate Time to update contract to new standards More time to determine need for remediation
2	01-4492	MEN-1	Caltrans-SHOPP	6 months	6 months	6 months	
3	04-0685P	SM-101	Caltrans-SHOPP	4 months	4 months	4 months	
4	04-0816K	SON-116	Caltrans-SHOPP	4 months	4 months	4 months	
5	07-4446	LA-1	Caltrans-SHOPP	19 months	19 months	19 months	
6	07-4456	LA-10	Caltrans-SHOPP	12 months	12 months	12 months	
7	07-3870	LA-10	Caltrans-SHOPP	4 months	4 months	4 months	
8	07-4433	LA-105	Caltrans-SHOPP	4 months	4 months	4 months	
9	10-0123	SJ-8721	Caltrans-SHOPP	6 months	6 months	6 months	

Request to Extend the Period of Contract Award						
83	Request to extend the period of contract award for three locally-administered STIP projects totaling \$1,227,000, per Resolution G-06-08 Waiver 13-34			2.8b.(1)	Juan Guzman Denix Anbiah	A D

Recommendation: Approval of Item 82-88

Action Taken: Approved

Motion: Earp

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Frommer

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	04-2119A	CC	Concord	2 months	2 months	2 months	Coordination with DTSC delayed advertising Unobligated PE funds delayed advertising Delays in obtaining encroachment permits
2	04-2130G	NAP	American Canyon	3 months	3 months	3 months	
3	04-2130H	NAP	Yountville	4 months	4 months	4 months	

84	Request to extend the period of contract award for one SHOPP project to upgrade Roadside Rest Area along Route 15 in San Bernardino County for \$11,273,000, per Resolution G-06-08. Waiver 13-35			2.8b.(2)	Juan Guzman Rachel Falsetti	A D
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Recommendation: Approval of Item 82-88

Action Taken: Approved

Motion: Earp

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Frommer

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	08-0176F	SBD-15	Caltrans-SHOPP	6 months	6 months	6 months	Low bid high, downscope, and re-advertise

Tab #	Item Description	Ref. #	Presenter	Status*
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Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	01-4099P	MEN	Mendocino County	14 months	14 months	14 months	No rights of entry de- layed environmental

OTHER MATTERS / PUBLIC COMMENT				6.		
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3:00 PM	Adjourn
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Chair Ghielmetti adjourned the meeting at 12:13 PM.

ANDRE BOUTROS, EXECUTIVE DIRECTOR

DATE

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

Memorandum

To: CHAIR AND COMMISSIONERS

Date: 10/8/2013

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for July 2013 (June 28-July 30)

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

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

Additional Meetings:

Bob Alvarado

- No meetings Reported

Darius Assemi

- July 12 – Teleconference with Carlos Yamzon, Rosa Park, Carrie Bowen, Malcolm Dougherty and Council Member Burnside of City of Modesto Re: SR-99 Palendale Update. Fresno

Yvonne Burke

- No meetings Reported

Lucetta Dunn

- July 3 – Meeting with Neil Peterson of TCA Re: SR-241. Irvine
- July 8 – Meeting with SCAG Re: Buy America Solutions. Los Angeles
- July 9 – Meeting with Ryan Chamberlain of Caltrans Re: I-405. Irvine
- July 10 – Meeting with Evelyn Hart and Melinda Seeley Re: Airfare JWA. Irvine
- July 16 – Meeting with Janet Kavinoky, Dick Castner and Brian Starr Re: Transportation Issues. Irvine
- July 18 – Attended STIP and Fund Estimate Hearing and Workshop. Sacramento
- July 22 – Meeting with Kris Murray, Mo Hayes and Lacy Kelly Re: OCTA. Anaheim
- July 24 - Attended WTS Reception for Neil Petersen Re; Toll Roads Transportation Corridors Agencies. Costa Mesa

Jim Earp

- No meetings Reported

Dario Frommer

- No meetings Reported

James Ghielmetti

- July 1 - Meeting with Fran David Re: Excel Land Sales SR-238. Hayward
- July 3 – Teleconference with Brian Kelly Re: Sr-152 meeting Discussion. Pleasanton
- July 16 – Meeting with Art Dao Re: Vasco Road. Pleasanton
- July 18 – Meeting with CTC Staff Re: Aeronautics Committee. Sacramento
- July 18 – Attended Fund Estimate Workshop. Sacramento
- July 30 – Teleconference with Assembly Member Erica Martinez Re: AB 1290. Pleasanton

Carl Guardino

- July 2 – Meeting with VTA General Manager Michael Burns Re: BART to San Jose Extension. San Jose
- July 3 – Meeting with SF MTA Director Ed Reskin Re: SF City/County Transportation Priorities. San Jose
- July 29 – Teleconference with Kurt Evans of VTA Re: BART Extension to San Jose. San Jose

Fran Inman

- July 8 – Meeting with Ray Wolf Re: Buy America Lenwood Project. City of Industry
- July 8 – Meeting with SCAG and Regional CEO's, FHWA and Utility Companies Re: Buy America. Los Angeles
- July 10 – Meeting with Trevor Daly, US Senator Feinstein's Office Re: Buy America. Long Beach

- July 15 – Teleconference with Metro Staff Re: Upcoming CTC Workshop. City of Industry
- July 18 – Attended STIP and Fund Estimate Hearing and Workshop. Sacramento
- July 18 – Meeting with CTC Staff and Caltrans Executives Re: Division of Aeronautics. Sacramento
- July 24 – Attended WTS Reception for Neil Petersen Re; Toll Roads Transportation Corridors Agencies. Costa Mesa

Joseph Tavaglione

- July 9 – Meeting with Anne Mayer Re: HOV and Toll 91 Freeway. Riverside
- July 10 - Attended RCTC Commission Meeting. Riverside
- July 11 – Meeting with Tom Boyd of Riverside Public Works and Caltrans Re: Grade Separation. Riverside
- July 15 – Meeting with Caltrans and City of Riverside Traffic Manager and 91 Freeway Contractor Re: The HOV. Riverside
- July 18 – Attended 91 HOV Task Force Meeting. Riverside
- July 31 – Meeting with Anne Mayer, Basam Muallem and Ray Wolf Re: HOV and Other Transportation Issues. Riverside
- July 31 – Attended Public Meeting Re: 91 Freeway Construction. Riverside

Memorandum

To: CHAIR AND COMMISSIONERS

Date: 10/8/2013

From: Andre Boutros
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for August 2013 (July 31-August 29)

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

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

Regular Commission Meeting Activities:

- August 6 - Commission Meeting in San Diego (Commissioner Frommer was absent. All other Commissioners in attendance all or part of the meeting)

Additional Meetings:

Bob Alvarado

- No meetings Reported

Darius Assemi

- No meetings Reported

Yvonne Burke

- August 2 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- August 5 - Teleconference with Caltrans Re: Transportation Issues. Los Angeles

Lucetta Dunn

- August 2 – Teleconference with CTC staff Re: Agenda Briefing. Irvine
- August 2 – Meeting with OCTA and Caltrans Re: Briefing for CTC meeting. Irvine
- August 2 – Meeting with Frank DeLima of HNTB Re: Infrastructure and CTC. Mission Viejo
- August 5 – Meeting with Ontario Airport Authority Re; ONT Airport Issues. Ontario
- August 7 – Meeting with OCMoves at OCBC. Re: Orange County Transportation Issues. Irvine
- August 12 – Meeting with Neil Peterson of TCA Re: 241 Toll Road. Irvine
- August 16 – Teleconference with Mobility 21 Board. Re: August Board Meeting. Irvine
- August 28 – Attended Colton Crossing Rail to Rail Grade Separation Ribbon Cutting. Colton

Jim Earp

- No meetings Reported

Dario Frommer

- No meetings Reported

James Ghielmetti

- July 31 – Meeting with Brian Kelly, John Ristow, Margaret Rhea, Eloise Jeanneau, Mike Riskin and Bill Gray Re: SR152. Sacramento
- August 2 – Teleconference with CTC Staff Re: Chair Briefing. Pleasanton
- August 5 – Teleconference with CTC staff and Caltrans Re: Right-of-Way Briefing. Pleasanton.

Carl Guardino

- July 31 – Teleconference with Kurt Evans of the VTA on Bart Extension to Silicon Valley. San Jose
- August 5 – Speaker at WASHTO Conference. San Francisco
- August 23 – Meeting with MTC Commissioner Sam Liccardo Re: Bart Extension. Los Gatos
- August 30 – Meeting with MTC, VTS, County of Santa Clara and City of San Jose Officials Re: Regional Transportation Priorities. San Jose

Fran Inman

- August 1 – Teleconference with Robert Naylor Re: CTC Agenda Items. City of Industry
- August 2 – Teleconference with CTC Staff Re; Agenda Briefing. City of Industry

- August 2 – Teleconference with Carrie Bowen District 7 Re: CTC Agenda Items. City of Industry
- August 5 – Teleconference with ACE Re: CTC Agenda Items. City of Industry
- August 7 – Teleconference with Ports Re: Backstop. City of Industry
- August 16 – Speaker at SFAC. Stockton
- August 22 – Meeting with Richard Katz Re: Transportation Issues. Santa Ana
- August 27 – Meeting with Jack Koralewski Re: UP Railroad Briefing. Los Angeles
- August 28 – Attended Colton Crossing Rail to Rail Grade Separation Ribbon Cutting. Colton

Joseph Tavaglione

- August 2 – Teleconference with CTC Staff Re: Chair Briefing. Riverside
- August 5 – Teleconference with CTC Staff and Caltrans Re: Right-of-Way Briefing. Del Mar
- August 15 – Attended WTS Regional Transportation Event. San Bernardino
- August 16 – Meeting with CTC Executive Director Andre Boutros Re: 91 HOV Project Tour. Riverside
- August 28 - Attended Colton Crossing Rail to Rail Grade Separation Ribbon Cutting. Colton

**REPORT BY THE CALIFORNIA STATE TRANSPORTATION
AGENCY SECRETARY AND/OR UNDERSECRETARY**

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

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

WELCOME TO REGION

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

STATE AND LOCATION LEGISLATIVE MATTERS

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.21
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF AMENDMENT TO THE COMMISSION'S CONFLICT OF INTEREST CODE**

ISSUE:

Should the Commission approve the initial proposed amendment to the Commission's Conflict of Interest Code?

Amendments to the Commission's Conflict of Interest Code are proposed to add positions that involve the making, or participation in the making, of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of Section 87302 of the Government Code. The proposed amendment, statement of reasons for the amendment, and notice of intention to amend the existing conflict of interest code are set forth in Attachments 1, 2 and 3 respectively. The proposed amendment:

- Newly designates the positions of Principal Transportation Engineer, Supervising Transportation Engineer, Supervising Transportation Planner, and Members of the Technical Advisory Committee on Aeronautics as subject to the Commission's Conflict of Interest disclosure requirements.
- Adds clarifying language and makes other technical changes to reflect the current organizational structure of the Commission.

RECOMMENDATION:

Staff recommends the Commission:

- 1) Approve the initial proposed amendments to the Commission's Conflict of Interest Code for processing as specified in California Code of Regulations, Title 2, Division 6, and
- 2) Authorize staff to finalize the initial proposed amendment and file the amendment with the Fair Political Practices Commission unless written comments are received by December 9, 2013 or a request for public hearing is received by November 24, 2013. If written comments and/or a hearing are requested by the specified dates, a hearing will be held and/or written comments will be brought forward at the December 2013 Commission meeting.

BACKGROUND:

Under the Political Reform Act (the "Act"), all public agencies are required to adopt a Conflict of Interest Code. A Conflict of Interest Code designates positions required to file Statements of Economic Interests (Form 700), and assigns disclosure categories specifying the types of interests to be reported. The Form 700 is a public document intended to alert public officials and members of the public to the types of financial interests that may create conflicts of interests.

The Commission's Conflict of Interest Code requires amendment to include positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in Government Code Section 87302 (a) which states "*Specific enumeration of the positions within the agency, other than those specified in Section 87200, which involve the making or participation in the making of decisions which may foreseeably have a material effect on any financial interest and for each such enumerated position, the specific types of investments, business positions, interests in real property, and sources of income which are reportable. An investment, business position, interest in real property, or source of income shall be made reportable by the Conflict of Interest Code if the business entity in which the investment or business position is held, the interest in real property, or the income or source of income may foreseeably be affected materially by any decision made or participated in by the designated employee by virtue of his or her position.*"

California Code of Regulations, Title 2, Division 6 Section 18750 (c) requires that every agency which proposes to amend its existing conflict of interest code shall (1) conduct a public hearing or establish a written comment period; (2) prepare an initial proposed amendment; (3) prepare a Notice of Intention (notice) to amend an existing code that meets specific requirements; (4) file a copy of the notice with the Office of Administrative Law for publication in the California Notice Register at least 60 days before the public hearing or close of the comment period; (5) file a copy of the notice (endorsed by the Office of Administrative Law) with the FPPC at least 45 days before the public hearing or close of the written comment period; (6) provide notice to each employee of the agency affected by the proposed amendment at least 45 days before the hearing or the close of the comment period; (7) make the exact terms of the proposed code or amendment available for inspection and copying to interested persons for at least 45 days prior to the public hearing or the close of the comment period; (8) accept written comments from interested persons through the conclusion of the public hearing or close of the comment period; (9) conduct a public hearing if at least 15 days prior to the close of the comment period a public hearing is requested.

The code reviewing body for state agencies is the Fair Political Practices Commission (FPPC). The Commission has been in contact with FPPC staff regarding these amendments. Once the required amendment process described above is complete, the amendment must be filed with the FPPC for approval.

Attachments

1. Proposed Amendment to the California Transportation Commission's Conflict of Interest Code
2. Explanation of Reasons for Amendments to the California Transportation Commission's Conflict of Interest Code
3. Notice of Intention to Amend the Conflict-Of-Interest Code of the California Transportation Commission

**PROPOSED AMENDMENT
CALIFORNIA TRANSPORTATION COMMISSION
CONFLICT OF INTEREST CODE**

The Political Reform Act, (Government Code Sections 81000, et seq.), requires state and local government agencies to adopt and promulgate ~~c~~Conflict of ~~i~~Interest ~~c~~Codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730), which contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, it may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, Appendix ~~designating positions officials and employees~~ and establishing disclosure categories shall constitute the conflict of interest code of the **California Transportation Commission (Commission)**.

Individuals holding designated positions ~~Designated employees~~ shall file their statements of economic interests with the **Commission, California Transportation Commission, who** ~~which~~ will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) ~~Upon receipt of the statements of economic interests of the Commissioners and the Executive Director, the~~ **Commission** shall make and retain copies a copy and forward the original statements to the **Fair Political Practices Commission**. All other statements ~~Statements of all other designated employees~~ will be retained by the **Commission**. (~~Government Code Section 81008~~).

NOTE: Authority cited: Sections 81008, 87300, 87306, Government Code. Reference: Section 87302, Government Code.

PROPOSED AMENDMENT
APPENDIX A
DESIGNATED POSITIONS

Designated Positions	Assigned Disclosure Categories
Commissioners	1
Executive Director	1
Legal Counsel	1
Chief Deputy Director	1
Assistant Executive Director	1
Principal Transportation Engineer	1
Member, Technical Advisory Committee on Aeronautics	1
Staff Services Manager (Administrative Officer)	2, 3
Supervising Transportation Planner	2,3
Supervising Transportation Engineer	2,3
Consultants/ <u>New Positions</u> 1/	<u>1*</u>

~~1/ With respect to Consultants, the Executive Director may determine in writing that a particular consultant is hired to perform a range of duties that are limited in scope and thus is not required to comply with the disclosure requirements described in these categories. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director shall forward a copy of this determination to the Fair Political Practices Commission. The Director determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. Nothing herein excuses any such consultant from any other provision of this Conflict of Interest Code.~~

~~1 of 2 (Appendix)~~

* Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code (i.e., Category 1), subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant's or new position's duties and, based on that description, a statement of the extent of the disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Sec. 81008.)

PROPOSED AMENDMENT
APPENDIX B
DISCLOSURE CATEGORIES

Disclosure Categories

Category 1

Designated ~~positions officials or employees~~ assigned to this category must report:

All sources of income, including receipt of gifts, loans, and travel payments, interests in real property, and investments and business positions in business entities.

Category 2

Designated ~~positions officials or employees~~ assigned to this category must report:

Business positions, investments in business entities or income, including receipt of gifts, loans, and travel payments, from, sources which manufacture or sell supplies, machinery, or equipment of the type utilized by the Commission.

Category 3

Designated ~~positions officials or employees~~ assigned to this category must report:

Business positions, investments in business entities, or income, including receipt of gifts, loans, and travel payments, from, sources that which are contractors ~~or subcontractors~~ engaged in the performance of work or services of the type utilized by the Commission.

2 of 2 (Appendix)

**California Transportation Commission
Proposed Amendments to Conflict of Interest Code**

Explanation of Reasons

In accordance with Title 2, Division 6, California Code of Regulations Section 18750 (c) (3) (G), the California Transportation Commission (Commission) provides the following explanation of reasons for proposing to amend the Commission's Conflict of Interest Code:

General Explanation of Reasons:

The Commission's Conflict of Interest Code requires amendment to include positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in Government Code Section 87302 (a) which states:

“Specific enumeration of the positions within the agency, other than those specified in Section 87200, which involve the making or participation in the making of decisions which may foreseeably have a material effect on any financial interest and for each such enumerated position, the specific types of investments, business positions, interests in real property, and sources of income which are reportable. An investment, business position, interest in real property, or source of income shall be made reportable by the Conflict of Interest Code if the business entity in which the investment or business position is held, the interest in real property, or the income or source of income may foreseeably be affected materially by any decision made or participated in by the designated employee by virtue of his or her position.”

Designated Position Addition, Disclosure Category 1 - Member, Technical Advisory Committee on Aeronautics

The Technical Advisory Committee on Aeronautics (“TACA”) is established pursuant to Government Code Section 14506.5. The TACA has a connection to the Commission's Committee on Aeronautics, a committee of commissioners described in Government Code Section 14506. Government Code Section 14506.5 provides for the appointment of the members of the TACA. As to its role, the law provides as follows:

“This Technical Advisory Committee shall give technical advice to the Committee on Aeronautics on the full range of aviation issues to be considered by the commission.”

Meetings of the Commission, the Commission's Committee on Aeronautics and the TACA are subject to the Open Meeting Law (Government Code Section 11121). The TACA serves to provide technical advice which involve the making, or participation in the making, of decisions by the Commission and/or the Commission's Committee on Aeronautics that may foreseeably have a material effect on any financial interest, as set forth in Government Code Section 87302 (a). Therefore, members of the TACA must file their statements of economic interests consistent with Disclosure Category 1 of the Commission's Conflict of Interest Code.

Designated Position Addition, Disclosure Category 1 - Principal Transportation Engineer

As a member of the Commission's key policy staff, the Principal Transportation Engineer, under the direction of the Commission's Executive Director and Chief Deputy Director, is responsible for assisting the Commission in its responsibilities related to the Toll Bridge Program Oversight Committee, Right of Way, Design-Build Demonstration Program, Project Delivery, and other matters of the Commission. The Principal Transportation Engineer serves to provide technical advice and formulate policy and other recommendations which involve the making, or participation in the making, of decisions by the Commission and/or the Commission's Committees that may foreseeably have a material effect on the types of financial interests described in Disclosure Category 1. Therefore the Principal Transportation Engineer must file a statement of economic interests consistent with Disclosure Category 1 of the Commission's Conflict of Interest Code.

Designated Position Additions, Disclosure Category 2, 3 – Supervising Transportation Planner & Supervising Transportation Engineer

The Supervising Transportation Planner & Supervising Transportation Engineer positions serve under the direction of the Commission's Assistant Executive Directors and/or Principal Transportation Engineer. These positions serve as policy staff coordinating transportation policy, planning, programming and funding recommendations which involve the making, or participation in the making, of decisions by the Commission and/or the Commission's Committees that may foreseeably have a material effect on any financial interest, as described in Disclosure Category 2 and 3. Therefore, the Supervising Transportation Planner and Supervising Transportation Engineer positions must file a statement of economic interests consistent with Disclosure Categories 2 and 3 of the Commission's Conflict of Interest Code.

Consultants/New Positions Amendment

Consultants and New Positions of the Commission may involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in Government Code Section 87302 (a). Therefore, an amendment is required to the Commission's Conflict of Interest Code to clarify that the Commission's consultants and new positions will be added to the list of designated positions and subject to the broadest disclosure category in the code unless the Executive Director determines in writing that the disclosure requirements do not apply.

Other Amendments

Other amendments are proposed to update the Commission's Conflict of Interest Code to add clarifying language and make other technical changes to reflect the current organizational structure of the Commission.

**NOTICE OF INTENTION TO AMEND THE CONFLICT-OF-INTEREST CODE
OF THE CALIFORNIA TRANSPORTATION COMMISSION**

NOTICE IS HEREBY GIVEN that the California Transportation Commission, pursuant to the authority vested in it by Section 87306 of the Government Code, proposes amendments to its conflict-of-interest code. The purpose of these amendments is to implement the requirements of Sections 87300 through 87302, and Section 87306 of the Government Code.

The California Transportation Commission proposes to amend its conflict-of-interest code to include employee positions that involve the making, or participation in the making, of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of Section 87302 of the Government Code.

These amendments newly designate the positions of Principal Transportation Engineer, Supervising Transportation Engineer, Supervising Transportation Planner, and Members of the Technical Advisory Committee on Aeronautics. The amendments also add clarifying language and make other technical changes to reflect the current organizational structure of the Commission. Copies of the amended code are available and may be requested from the contact person set forth below.

Any interested person may submit written statements, arguments, or comments relating to the proposed amendments by submitting them in writing no later than December 9, 2013, or at the conclusion of the public hearing, if requested, whichever comes later, to the contact person set forth below.

At this time, no public hearing has been scheduled concerning the proposed amendments. If any interested person or the person's representative requests a public hearing, he or she must do so not later than November 24, 2013 by contacting the person set forth below.

The California Transportation Commission has prepared a written explanation of the reasons for the proposed amendments and has available the information on which the amendments are based. Copies of the proposed amendments, the written explanation of the reasons, and the information on which the amendments are based may be obtained by contacting the contact person set forth below.

The California Transportation Commission has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

In making these proposed amendments, the California Transportation Commission has determined that there are no alternatives that would be more effective in carrying out the purpose for which the amendments are proposed, or would be as effective and less burdensome to affected private persons, than the proposed amendments.

All inquiries concerning this proposed amendment and any communication required by this notice should be directed to:

California Transportation Commission
Attention: Rosemary Mejia
1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245
Rosemary_Mejia@dot.ca.gov

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE OCTOBER 8, 2013
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSION
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 4.15
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **CORRECTION TO THE ADOPTED 2014 FUND ESTIMATE
RESOLUTION G-13-11, AMENDING RESOLUTION G-13-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) to approve corrections to the Public Transportation Account (PTA) and State Transportation Improvement Program (STIP) Program Capacity tables within the adopted 2014 STIP Fund Estimate (FE).

ISSUE:

The Department, in consultation with Commission staff, has identified two discrepancies in the PTA table that require updates:

- Beginning Balance – The Department used the assumption that the ending balance in the PTA as of June 30, 2013 will be used as the beginning balance displayed in the adopted 2014 STIP FE for Fiscal Year 2013-14. However, the Department discovered that the scheduled transfer of approximately \$110 million in State Transit Assistance was delayed until August 14, 2013. The transfer was initiated by the State Controller's Office after the 2014 STIP FE was adopted, but was applied to the fourth quarter of Fiscal Year 2012-13. Thus, the beginning balance used in the adopted 2014 STIP FE for the PTA was overstated and needs to be adjusted accordingly.
- Capital Outlay Commitments – A cash flow model is used in the development of the STIP FE tables. This model displays a forecast of new target program capacity based on the cash flow required to manage commitments and the allocation of capital projects. The Department developed program expenditure and cash flow estimates by working with each respective Division within the Department. However, the Department discovered that unliquidated encumbrances were not captured in the original capital expenditure estimates provided by the Divisions. Thus, the capital outlay commitments were understated and need to be adjusted accordingly.

Based on the updated information above, and a reassessment of the PTA program capacity model, the Department proposes to increase the PTA STIP target program capacity by \$65 million in 2014-15.

In addition, the Department proposes to amend Resolution G-13-08 and replace it with Resolution G-13-11.

BACKGROUND:

Section 14524(d) of the Government Code (GC) requires the Commission, in consultation with the Department, to determine the methodology and assumptions of the STIP FE. On May 7, 2013, the Commission adopted the 2014 STIP FE Final Assumptions.

Sections 14524 and 14525 of the GC require the Department to present a STIP FE to the Commission by July 15, and the Commission to adopt a STIP FE by August 15 of each odd-numbered year, respectively. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted STIP FE.

Section 14525(d) of the GC allows the Commission to amend the STIP FE prior to March 1 of each even-numbered year to account for unexpected revenues or other unforeseen circumstances.

Attachments:

Resolution G-13-11

Updated PTA and STIP Program Capacity tables

RESOLUTION G-13-11 AMENDING RESOLUTION G-13-08

APPENDIX G – RESOLUTION TO ADOPT THE 2014 STIP FUND ESTIMATE

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2014 FUND ESTIMATE

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all State and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on January 8, 2013, the Department presented an overview of the fund estimate process and schedule; and
- 1.3. WHEREAS, on May 7, 2013, the Department presented, and the Commission approved the 2014 Fund Estimate assumptions; and
- 1.4. WHEREAS, on June 11, 2013, the Department presented to the Commission the Draft 2014 Fund Estimate; and
- 1.5. WHEREAS, on July 18, 2013, the Commission held a workshop on the Proposed 2014 Fund Estimate to consider public comment, and indicated that the adoption of the 2014 Fund Estimate would be scheduled for August 6, 2013; and
- 1.6. WHEREAS, on August 6, 2013, the Department presented to the Commission an updated, Proposed 2014 Fund Estimate; and
- 1.7. WHEREAS, the Proposed 2014 Fund Estimate identifies new program capacity of approximately \$1.3 billion in new highway STIP capacity, and over-programming of approximately \$314 million in the Public Transportation Account for the six-year period covering 2013-14 through 2018-19; and
- 1.8. WHEREAS, the Proposed 2014 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2013.

- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2014 STIP Fund Estimate, as presented by the Department on August 6, 2013, with programming in the 2014 STIP to be based on the statutory funding identified; and
- 2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2014 Fund Estimate to each regional agency and county transportation commission.

**2014 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT**

(\$ in thousands)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$391,169							\$391,169
Adjustment for STA Transfer Timing	(\$109,752)							(\$109,752)
Sales Tax on Diesel	610,777	601,344	601,753	602,162	602,572	602,982	3,010,813	3,621,590
SMIF Interest Earned	230	191	275	275	275	275	1,291	1,521
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Loan Repayment from SHA	0	135,000	0	0	0	0	135,000	135,000
Loan Repayment from TDIF	2,054	0	0	0	0	0	0	2,054
Loan to High-Speed Rail (HSR)	(26,199)	0	0	0	0	0	0	(26,199)
Transfer from SHA (S&HC 194)	26,304	26,872	27,451	28,044	28,649	29,268	140,284	166,589
TOTAL RESOURCES	\$894,614	\$763,437	\$629,509	\$630,511	\$631,526	\$632,555	\$3,287,538	\$4,182,152
State Transit Assistance	(391,972)	(379,779)	(380,040)	(380,298)	(380,557)	(380,816)	(1,901,491)	(2,293,463)
SUBTOTAL AVAILABLE RESOURCES	\$502,642	\$383,658	\$249,469	\$250,213	\$250,969	\$251,739	\$1,386,047	\$1,888,689
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$28,511)	(\$29,138)	(\$29,779)	(\$30,434)	(\$31,104)	(\$31,788)	(\$152,244)	(\$180,755)
Planning Staff and Support	(21,858)	(22,339)	(22,830)	(23,333)	(23,846)	(24,371)	(116,718)	(138,576)
California Transportation Commission	(1,403)	(1,434)	(1,465)	(1,498)	(1,531)	(1,564)	(7,492)	(8,895)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(5,434)	(5,554)	(5,676)	(5,801)	(5,928)	(6,059)	(29,017)	(34,451)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(120)
TOTAL STATE OPERATIONS	(\$58,205)	(\$59,464)	(\$60,751)	(\$62,066)	(\$63,409)	(\$64,783)	(\$310,472)	(\$368,677)
INTERCITY RAIL								
Intercity Rail and Bus Operations	(\$90,347)	(\$93,057)	(\$95,849)	(\$98,725)	(\$101,686)	(\$104,737)	(\$494,055)	(\$584,402)
Amtrak Funding Adjustment	(\$18,600)	(31,000)	(24,800)	(24,800)	(24,800)	(24,800)	(130,200)	(\$148,800)
San Joaquin Service Improvements (HSR Integration)	0	0	0	0	(27,210)	(28,026)	(55,236)	(55,236)
Coast Daylight - New Train Service	0	0	(5,000)	(5,150)	(5,305)	(5,464)	(20,918)	(20,918)
Capital Corridor - Service Change	0	0	0	0	0	0	0	0
Pacific Surfliner - Service Change	0	0	0	0	0	0	0	0
Heavy Equipment Overhaul	(16,800)	(16,800)	(16,800)	(16,800)	(17,800)	(17,800)	(86,000)	(102,800)
TOTAL INTERCITY RAIL	(\$125,747)	(\$140,857)	(\$142,449)	(\$145,475)	(\$176,801)	(\$180,827)	(\$786,409)	(\$912,156)
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	(\$3,148)	(\$3,179)	(\$3,211)	(\$3,243)	(\$3,276)	(\$3,309)	(\$16,219)	(\$19,367)
TOTAL LOCAL ASSISTANCE	(\$3,148)	(\$3,179)	(\$3,211)	(\$3,243)	(\$3,276)	(\$3,309)	(\$16,219)	(\$19,367)
CAPITAL OUTLAY								
STIP - Mass Transportation*	(\$127,400)	(\$100,750)	(\$57,200)	(\$33,800)	(\$3,900)	\$0	(\$195,650)	(\$323,050)
STIP - Rail*	(68,600)	(54,250)	(30,800)	(18,200)	(2,100)	0	(105,350)	(173,950)
TOTAL CAPITAL OUTLAY	(\$196,000)	(\$155,000)	(\$88,000)	(\$52,000)	(\$6,000)	\$0	(\$301,000)	(\$497,000)
CASH AVAILABLE FOR PROGRAMMING	\$119,542	\$25,157	(\$44,942)	(\$12,571)	\$1,483	\$2,821	(\$28,052)	\$91,489
PTA STIP TARGET CAPACITY	\$25,000	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$90,000

Note: Individual numbers may not add to total due to independent rounding.

*Cash flow adjusted for unliquidated encumbrances.

2014 STIP FE PTA STIP Program Capacity*								
(\$ in millions)								
	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE PTA Target Capacity	\$25	\$65	\$0	\$0	\$0	\$0	\$65	\$90
2012 PTA STIP Program	79	127	101	97	0	0	325	404
New PTA STIP Capacity	(\$54)	(\$62)	(\$101)	(\$97)	\$0	\$0	(\$260)	(\$314)

Note: Individual numbers may not add to total due to independent rounding.

*Included in the overall STIP Program Capacity.

2014 STIP FE STIP Program Capacity								
(\$ in millions)								
	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE Target Capacity	\$739	\$755	\$680	\$675	\$675	\$670	\$3,455	\$4,194
2012 STIP Program	\$739	\$732	\$741	\$720	0	0	2,193	2,932
New STIP Program Capacity	\$0	\$23	(\$61)	(\$45)	\$675	\$670	\$1,262	\$1,262
Cumulative Difference	\$0	\$23	(\$38)	(\$83)	\$592	\$1,262		

Note: Individual numbers may not add to total due to independent rounding.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.16
Action

From: ANDRE BOUTROS
Executive Director

Subject: **PROPOSITION 1B ADMINISTRATIVE COST SAVINGS UPDATE**

ISSUE:

At the August 6, 2013 Commission meeting Caltrans presented a preliminary estimate of the savings from the Proposition 1B 2% administrative set aside that were available for allocation (attached). These estimates were preliminary and need to be refined, and a policy for the use of these funds should be adopted.

RECOMMENDATION:

Commission staff recommends that Caltrans present a revised estimate that takes into account expenditures through the life of the programs, including audits, evaluations of project performance, and other follow-up accountability requirements.

Additionally, staff recommends the Commission adopt the following policies for the use of the administrative savings should they materialize:

1. The savings will be used to fund projects that will provide additional benefits to the traveling public. The savings will not be used to fund cost overruns on existing projects.
2. The savings will be programmed and allocated in the same manner as other projects in the individual programs.

Staff would note that the Commission may not be able to capture all of the administrative savings:

- Funds in the State-Local Partnership Program Account were only available for allocation over a five-year period.
- The Commission could only include a project in the Corridor Mobility Improvement Account Program if the project could commence construction or implementation no later than December 31, 2012.
- The Commission over-programmed projects in the Trade Corridors Improvement Fund Program. Any savings in this program should be used to offset this over-programming.

BACKGROUND:

The Commission is the agency responsible for the programming of the majority of the Proposition 1B (the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) program. Pursuant to statute [Government Code Section 8879.20(b)], no more than 3 percent of the bond program funds can be used for administrative costs (defined in statute as “audit and program oversight costs for agencies, commissions, or departments administering programs”).

2% Bond Administrative Savings

2012-13 2% Bond Administrative Set Aside (\$ in millions)	
Program	Available for Allocation
Corridor Mobility Improvement Account (CMIA)	60
Trade Corridor Improvement Account (TCIF)	25
State Transportation Improvement Program (TFA)	5
Public Transportation Modernization, Improvement, and Service Enhancement Account (IC Rail)	2
State/Local Partnership Program (SLPP)	12
Local Bridge Seismic Retrofit Program (LBSRP)	0
Grade Separations (HRCSA)	0
Traffic Light Synchronization Program (TLSP)	0
State Highway Operations and Preservation Program (SHOPP Aug)	5
State Route 99 Improvements (SR 99)	14
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	0
Total	123

BUY AMERICA UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE OCTOBER 8, 2013
CALIFORNIA TRANSPORTATION COMMISSION MEETING

CALIFORNIA TRANSPORTATION INFRASTRUCTURE
PRIORITIES

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.8
Action

From: ANDRE BOUTROS
Executive Director

Subject: **HEARING - FFY 2011-12 FEDERAL TRANSIT ADMINISTRATION
SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM**

ISSUE

Under Government Code Section 14055-14055.4, the Commission is responsible for allocating funds for the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transit Program (Program), establishing an appeals process and holding at least one public hearing prior to approving the annual program of projects.

On September 4, 2013, the State Review Committee (consisting of representatives from the State Departments of Rehabilitation, Aging, Developmental Services and Transportation) convened the required staff-level conference to hear one appeal by a project applicant. The appeal was denied.

RECOMMENDATION

The draft Federal Fiscal Year (FFY) 2011-12 Statewide Prioritized Project list presented at the August meeting has not changed. Staff recommends that prior to adopting the final FFY 2011-12 program of projects for the FTA Section 5310 Program, the Commission conduct the mandated public hearing, and include any changes that are recommended during the public hearing, in the final Statewide Prioritized Project List.

Before ending the public hearing, the Commission may direct staff as to what changes to include in the final Statewide Prioritized Project List.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.9
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF THE FEDERAL FISCAL YEAR 2011-12 PROGRAM OF PROJECTS FOR THE FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM RESOLUTION G-13-10**

ISSUE:

Under Government Code Section 14055-14055.4, the Commission is responsible for allocating funds for the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transit Program (Program), establishing an appeals process, and holding at least one public hearing prior to approving the annual program of projects.

RECOMMENDATION:

Staff recommends that the Commission adopt the program of projects for the FTA Section 5310 Program, including changes that may have been recommended by the Commission during the preceding public hearing.

The attached final Federal Fiscal Year (FFY) 2011-12 Statewide Prioritized Project List includes the projects in the draft list presented at the August 2013 Commission meeting, and incorporates the review of information and testimony received at the September 4, 2013 staff-level conference held to hear an appeal received by the State Review Committee.

Adoption of the Program also authorizes the Department to fund projects, listed in priority order, down to the \$13.6 million level of federal funding estimated to be available for the FFY 2011-12.

FFY 2011-12 Program Grant Cycle

The \$13.6 million estimated to be available for FFY 2011-12 includes the 11.47% match. [Historically, Program participants have been required to use their own funds to provide a local match of 11.47%. In this cycle however, the match will be funded with federal Toll Credits.]

For this cycle, 93 applications were submitted for 417 projects requesting a total of \$22.4 million in Section 5310 Program funds. In accordance with the Commission's adopted procedures, the applications are first scored by the Regional Transportation Planning Agencies (RTPAs). The RTPA must notify its applicants of their project scores and provide information about the local appeals process. The RTPA forwards a scored list of their projects to the Department.

The State Review Committee (SRC) reviews the applications to verify scoring given by RTPAs. In those instances where there is a sizable difference between regional and SRC project scores, the SRC contacts the regions and discusses the differences in scoring.

One appeal was received by the SRC. As statutorily mandated, the Commission has an established appeals process that requires holding a staff-level conference (a public meeting for staff to hear appeals by 5310 applicants). Commission staff facilitated the required staff-level conference held on September 4, 2013 to hear the one appeal.

The attached final FFY 2011-12 Statewide Prioritized Project List is comprised of the draft prioritized project list presented at the August 2013 Commission meeting, and incorporates the information and testimony received at the staff-level conference.

The final list identifies \$15,047,005 as 110% of the estimated available federal funding. The list serves to clarify the relative sequence of funding for projects and offers a ready source of additional projects if projects are not deliverable or if additional funds above the original estimated amount become available.

BACKGROUND:

The Program was established in 1975 and has been administered by the Department since its inception. It provides annual grants of federal funds to purchase transit capital equipment to meet the specialized needs of elderly and/or disabled persons for whom mass transportation services are unavailable, insufficient, or inappropriate.

The Program serves a variety of client groups and programs ranging from small agencies with specific clientele (e.g., dialysis and AIDS patients) to paratransit providers serving entire communities. Most of the agencies are non-profit organizations while some are public agencies where non-profit organizations are not readily available to provide the specialized service. An 11.47% local match is required from all Program participants.

In 1996, AB 772 passed directing the Commission to have oversight responsibilities for the Program. AB 772 placed three mandates on the Commission regarding the Program: (1) the Commission shall direct the Department on how to allocate funds for the Program, (2) the Commission shall establish an appeals process for the Program, and (3) the Commission shall hold at least one public hearing prior to approving its Program of Projects.

In January of 1997, the Commission approved the procedures for the Program, criteria used to score the projects, and a State Review Committee consisting of representatives from the State Departments of Rehabilitation, Aging, Developmental Services and Transportation, with Commission staff acting in the role of facilitator/coordinator for the State Review Committee.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

**ADOPTION OF FEDERAL FY 2011-12
ELDERLY AND DISABLED TRANSIT PROGRAM**

Resolution G-13-10

- 1.1 WHEREAS, Federal law (Title 49 U.S.C. Section 5310) provides for capital grants for the purpose of assisting private non-profit corporations and under certain circumstances, public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise **unavailable, insufficient, or inappropriate**; and
- 1.2 WHEREAS, State law, AB 772 (Chapter 669, Statutes of 1996), placed three mandates on the Commission regarding the Program as follows:
1. The Commission shall direct the Department on how to allocate funds for the Program.
 2. The Commission shall establish an appeals process for the Program.
 3. The Commission shall hold at least one public hearing prior to approving its Program of Projects; and
- 1.3 WHEREAS, the Commission worked with a 15-member advisory committee made up of individuals from the Regional Transportation Agencies, state and local social service agencies, the California Association for Coordinated Transportation, the Department and Commission staff, to develop a Program process that will provide for a statewide ranked list of projects to be adopted by the Commission and funded by the Department; and
- 1.4 WHEREAS, the Commission adopted a process utilizing project scoring criteria and a State Review Committee consisting of representatives from the State Departments of Rehabilitation, Developmental Services, Aging and Transportation, with Commission staff acting in the role of facilitator/coordinator for the state committee; and
- 1.5 WHEREAS, the Commission's adopted Program process has been complied with and the public hearing has been held.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission adopts the attached list of projects, as recommended by Commission staff, as the Federal FY 2011-12 FTA Section 5310 Elderly and Disabled Transit Program; and
- 2.2 BE IT FURTHER RESOLVED that in adopting the list, the Commission hereby directs the Department to allocate funds for projects on that list down to the level of actual available funding, pursuant to California Government Code Section 14055.2(b).

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
FFY 2011-12 STATEWIDE PRIORITIZED LIST
(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
Mountain Shadows Support Group, MSSG	SD	U&R	Modified Raised Top	R	46011	2004	72,500	\$ 5,735	\$ 44,265	\$ 50,000	\$ 50,000	100
Mountain Shadows Support Group, MSSG	SD	U&R	Modified Raised Top	R	47524	2005	184,995	\$ 5,735	\$ 44,265	\$ 50,000	\$ 100,000	100
Mountain Shadows Support Group, MSSG	SD	U&R	Medium Bus	R	85134	2003	101,224	\$ 7,685	\$ 59,315	\$ 67,000	\$ 167,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	38704	2006	210,901	\$ 5,162	\$ 39,839	\$ 45,000	\$ 212,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	36198	2006	206,050	\$ 5,162	\$ 39,839	\$ 45,000	\$ 257,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	36457	2006	203,413	\$ 5,162	\$ 39,839	\$ 45,000	\$ 302,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	37672	2006	175,308	\$ 5,162	\$ 39,839	\$ 45,000	\$ 347,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	35520	2006	176,511	\$ 5,162	\$ 39,839	\$ 45,000	\$ 392,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	36553	2006	181,435	\$ 5,162	\$ 39,839	\$ 45,000	\$ 437,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	34575	2006	187,052	\$ 5,162	\$ 39,839	\$ 45,000	\$ 482,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	39045	2006	196,825	\$ 5,162	\$ 39,839	\$ 45,000	\$ 527,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	44952	2006	175,478	\$ 5,162	\$ 39,839	\$ 45,000	\$ 572,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	45953	2006	180,807	\$ 5,162	\$ 39,839	\$ 45,000	\$ 617,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	44580	2006	185,612	\$ 5,162	\$ 39,839	\$ 45,000	\$ 662,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	45066	2006	178,175	\$ 5,162	\$ 39,839	\$ 45,000	\$ 707,000	100
Outreach & Escort, Inc.	SCL	U	Minivan	R	45008	2006	178,376	\$ 5,162	\$ 39,839	\$ 45,000	\$ 752,000	100
Outreach & Escort, Inc.	SCL	U	Base Station	OE				\$ 287	\$ 2,213	\$ 2,500	\$ 754,500	100
Outreach & Escort, Inc.	SCL	U	Mobile Radio (13)	OE				\$ 1,417	\$ 10,933	\$ 12,350	\$ 766,850	100
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85228	2004	205,254	\$ 8,373	\$ 64,627	\$ 73,000	\$ 839,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85236	2004	210,212	\$ 8,373	\$ 64,627	\$ 73,000	\$ 912,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85237	2004	228,911	\$ 8,373	\$ 64,627	\$ 73,000	\$ 985,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85238	2004	213,101	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,058,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85239	2004	218,525	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,131,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85241	2004	206,210	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,204,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	85243	2004	216,015	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,277,850	99
Fresno County Economic Opportunities Commission	FRE	U	Large Bus	R	93881	2005	232,592	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,350,850	99
Fresno County Economic Opportunities Commission	FRE	U	Computer Hardware	OE				\$ 1,815	\$ 14,009	\$ 15,824	\$ 1,366,674	99
Home of Guiding Hands Corporation	SD	U&R	Medium Bus	R	64630	2003	97,500	\$ 7,685	\$ 59,315	\$ 67,000	\$ 1,433,674	99
Home of Guiding Hands Corporation	SD	U&R	Medium Bus	R	01501	2003	65,000	\$ 7,685	\$ 59,315	\$ 67,000	\$ 1,500,674	99
Abrazar	ORA	U	Small Bus	R	00121	2001	279,648	\$ 6,882	\$ 53,118	\$ 60,000	\$ 1,560,674	98
Abrazar	ORA	U	Small Bus	R	00142	2001	276,479	\$ 6,882	\$ 53,118	\$ 60,000	\$ 1,620,674	98
Abrazar	ORA	U	40 GPS Units	OE				\$ 1,147	\$ 8,853	\$ 10,000	\$ 1,630,674	98
Abrazar	ORA	U	10 Computers	OE				\$ 1,602	\$ 12,368	\$ 13,970	\$ 1,644,644	98
Abrazar	ORA	U	10 Restraints	OE				\$ 692	\$ 5,338	\$ 6,030	\$ 1,650,674	98
Abrazar	ORA	U	Mobile Radios (10)	OE				\$ 1,147	\$ 8,853	\$ 10,000	\$ 1,660,674	98
Mountain Shadows Support Group, MSSG	SD	U&R	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 1,710,674	98
Home of Guiding Hands Corporation	SD	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,783,674	97
Home of Guiding Hands Corporation	SD	U&R	Base Station (2)	OE				\$ 574	\$ 4,427	\$ 5,000	\$ 1,788,674	97
Home of Guiding Hands Corporation	SD	U&R	Mobile Radios (15)	OE				\$ 1,721	\$ 13,280	\$ 15,000	\$ 1,803,674	97
Home of Guiding Hands Corporation	SD	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,876,674	97
Mountain Shadows Support Group, MSSG	SD	U&R	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 1,926,674	97
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	18798	2007	251,468	\$ 8,373	\$ 64,627	\$ 73,000	\$ 1,999,674	97
Tehama County Opportunity Center, Inc.	TEH	R	Large Bus	R	18805	2007	240,747	\$ 8,373	\$ 64,627	\$ 73,000	\$ 2,072,674	97
Home of Guiding Hands Corporation	SD	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 2,145,674	96
Home of Guiding Hands Corporation	SD	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 2,218,674	96
UCP/Ride-On	SLO	R	Large Bus	R	85226	2003	287,500	\$ 8,373	\$ 64,627	\$ 73,000	\$ 2,291,674	96
UCP/Ride-On	SLO	R	Small Bus	R	26584	2008	234,257	\$ 6,882	\$ 53,118	\$ 60,000	\$ 2,351,674	96
UCP/Ride-On	SLO	R	Small Bus	R	26585	2008	255,910	\$ 6,882	\$ 53,118	\$ 60,000	\$ 2,411,674	96
Work Training Center	BUT	U	Large Bus	R	75414	2006	233,506	\$ 8,373	\$ 64,627	\$ 73,000	\$ 2,484,674	95
Work Training Center	BUT	U	Mobile Radios (3)	OE				\$ 344	\$ 2,656	\$ 3,000	\$ 2,487,674	95
Work Training Center	BUT	U	W/C restraints	OE				\$ 532	\$ 4,102	\$ 4,634	\$ 2,492,308	95
Mountain Shadows Support Group, MSSG	SD	U&R	Medium Bus	R	46503	2005	95,220	\$ 7,685	\$ 59,315	\$ 67,000	\$ 2,559,308	95
Mountain Shadows Support Group, MSSG	SD	U&R	Medium Bus	R	46504	2005	98,700	\$ 7,685	\$ 59,315	\$ 67,000	\$ 2,626,308	95

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
FFY 2011-12 STATEWIDE PRIORITIZED LIST
(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
El Dorado County Transit Authority	ED	R	Larger Bus	R	18235	2003	211,116	\$ 12,044	\$ 92,956	\$ 105,000	\$ 2,731,308	94
El Dorado County Transit Authority	ED	R	Larger Bus	R	19885	2007	259,959	\$ 12,044	\$ 92,956	\$ 105,000	\$ 2,836,308	94
El Dorado County Transit Authority	ED	R	Minivan	R	63299	2008	161,414	\$ 5,162	\$ 39,838	\$ 45,000	\$ 2,881,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	32200	2004	280,663	\$ 6,882	\$ 53,118	\$ 60,000	\$ 2,941,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	64003	2005	259,423	\$ 6,882	\$ 53,118	\$ 60,000	\$ 3,001,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	64005	2005	292,428	\$ 6,882	\$ 53,118	\$ 60,000	\$ 3,061,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	64006	2005	295,885	\$ 6,882	\$ 53,118	\$ 60,000	\$ 3,121,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	64007	2005	298,054	\$ 6,882	\$ 53,118	\$ 60,000	\$ 3,181,308	94
City of Fresno Department of Transportation	FRE	U	Small Bus	R	64008	2005	295,165	\$ 6,882	\$ 53,118	\$ 60,000	\$ 3,241,308	94
City of Fresno Department of Transportation	FRE	U	Medium Bus	R	47758	2007	262,640	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,308,308	94
City of Fresno Department of Transportation	FRE	U	Medium Bus	R	47752	2007	270,723	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,375,308	94
City of Fresno Department of Transportation	FRE	U	CAD/AVL units	OE				\$ 4,577	\$ 35,323	\$ 39,900	\$ 3,415,208	94
Inyo-Mono Association for the Handicapped (IMAH)	INY	R	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,482,208	94
MST	MON	R	Medium Bus	R	72418	2006	295,912	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,549,208	94
MST	MON	R	Medium Bus	R	72419	2006	293,130	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,616,208	94
MST	MON	R	Medium Bus	R	59194	2007	265,999	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,683,208	94
MST	MON	R	Medium Bus	R	59195	2007	260,233	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,750,208	94
MST	MON	R	Medium Bus	R	61208	2007	245,366	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,817,208	94
MST	MON	R	Medium Bus	R	46320	2008	226,353	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,884,208	94
MST	MON	R	Medium Bus	R	52063	2008	259,989	\$ 7,685	\$ 59,315	\$ 67,000	\$ 3,951,208	94
MST	MON	R	Mobile Radios (16)	OE				\$ 1,835	\$ 14,165	\$ 16,000	\$ 3,967,208	94
Orange County Adult Achievement Center	ORA	U	Cameras (10)	OE				\$ 2,294	\$ 17,706	\$ 20,000	\$ 3,987,208	94
Orange County Adult Achievement Center	ORA	U	Mobile Data Terminals (3)	OE				\$ 2,181	\$ 16,836	\$ 19,017	\$ 4,006,225	94
Pace Solano	SOL	U	Small Bus	R	62746	2003	154,231	\$ 6,882	\$ 53,118	\$ 60,000	\$ 4,066,225	94
Pace Solano	SOL	U	Medium Bus	R	82257	2003	109,306	\$ 7,685	\$ 59,315	\$ 67,000	\$ 4,133,225	94
Pace Solano	SOL	U	Large Bus	R	67894	2003	163,050	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,206,225	94
Pace Solano	SOL	U	Large Bus	R	70669	2003	135,595	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,279,225	94
Pace Solano	SOL	U	Large Bus	R	67892	2003	145,126	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,352,225	94
Pace Solano	SOL	U	Large Bus	R	67895	2003	139,145	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,425,225	94
Pace Solano	SOL	U	Large Bus	R	65368	2003	86,012	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,498,225	94
Pace Solano	SOL	U	Large Bus	R	3765	1998	153,652	\$ 8,373	\$ 64,627	\$ 73,000	\$ 4,571,225	94
Abrazar	ORA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 4,616,225	93
Abrazar	ORA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 4,661,225	93
Abrazar	ORA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 4,706,225	93
Abrazar	ORA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 4,751,225	93
Friends of Adult Day Health Care Centers	SD	U&R	Medium Bus	N				\$ 7,685	\$ 59,315	\$ 67,000	\$ 4,818,225	93
Friends of Children with Special Needs	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 4,885,225	92
Friends of Children with Special Needs	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 4,952,225	92
UCP of Greater Sacramento, Inc.	SAC	U	Cameras (16)	OE				\$ 4,575	\$ 35,313	\$ 39,888	\$ 4,992,113	92
HCAR	HUM	R	Small Bus	R	42516	2001	77,029	\$ 6,882	\$ 53,118	\$ 60,000	\$ 5,052,113	91
HCAR	HUM	R	Computer Hardware/Software	OE				\$ 1,096	\$ 8,457	\$ 9,553	\$ 5,061,666	91
Gold Country Telecare, Inc.	NEV	R	Small Bus	R	77452	2001	225,530	\$ 6,882	\$ 53,118	\$ 60,000	\$ 5,121,666	91
Gold Country Telecare, Inc.	NEV	R	Large Bus	R	40387	2006	140,198	\$ 8,373	\$ 64,627	\$ 73,000	\$ 5,194,666	91
Gold Country Telecare, Inc.	NEV	R	Mobile Radios (4)	OE				\$ 459	\$ 3,541	\$ 4,000	\$ 5,198,666	91
Golden Rain Foundation Laguna Woods	ORA	U	Larger Bus	R	05971	1997	449,133	\$ 12,044	\$ 92,957	\$ 105,000	\$ 5,303,666	91
Golden Rain Foundation Laguna Woods	ORA	U	Larger Bus	R	05972	1997	436,872	\$ 12,044	\$ 92,957	\$ 105,000	\$ 5,408,666	91
Golden Rain Foundation Laguna Woods	ORA	U	Larger Bus	R	00173	2000	380,095	\$ 12,044	\$ 92,957	\$ 105,000	\$ 5,513,666	91
Horizon Cross Cultural Center	ORA	U	Modified Raised Top	R	30028	2008	168,009	\$ 5,735	\$ 44,265	\$ 50,000	\$ 5,563,666	91
Peppermint Ridge	RIV	U	Modified Raised Top	R	85640	2002	100,560	\$ 5,735	\$ 44,265	\$ 50,000	\$ 5,613,666	91
Peppermint Ridge	RIV	U	Mobile Radio (1)	OE				\$ 115	\$ 885	\$ 1,000	\$ 5,614,666	91

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
FFY 2011-12 STATEWIDE PRIORITIZED LIST
(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
T.E.R.I., Inc.	SD	U&R	Minivan	R	86145	2004	216,087	\$ 5,162	\$ 39,839	\$ 45,000	\$ 5,659,666	91
T.E.R.I., Inc.	SD	U&R	Medium Bus	R	64661	2005	156,434	\$ 7,685	\$ 59,315	\$ 67,000	\$ 5,726,666	91
UCP/Ride-On	SLO	R	Small Bus	R	26586	2008	209,199	\$ 6,882	\$ 53,118	\$ 60,000	\$ 5,786,666	91
UCP/Ride-On	SLO	R	Minivan	SE				\$ 5,162	\$ 39,838	\$ 45,000	\$ 5,831,666	91
UCP/Ride-On	SLO	R	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 5,898,666	91
UCP/Ride-On	SLO	R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 5,971,666	91
UCP/Ride-On	SLO	R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 6,044,666	91
Work Training Center	BUT	U	Large Bus	R	72413	2006	213,413	\$ 8,373	\$ 64,627	\$ 73,000	\$ 6,117,666	90
Work Training Center	BUT	U	Large Bus	R	18796	2007	204,562	\$ 8,373	\$ 64,627	\$ 73,000	\$ 6,190,666	90
ARC Imperial Valley	IMP	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 6,263,666	90
North of the River	KER	U	Minivan	R	54613	2005	172,234	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,308,666	90
North of the River	KER	U	(1) Recall & Recording	OE				\$ 918	\$ 7,082	\$ 8,000	\$ 6,316,666	90
North of the River	KER	U	Mobile Radios (6)	OE				\$ 688	\$ 5,312	\$ 6,000	\$ 6,322,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	11149	2008	204,707	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,367,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	11188	2008	203,021	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,412,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	0-	2008	202,911	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,457,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	11238	2008	201,787	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,502,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	0-	2008	201,540	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,547,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	11190	2008	201,319	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,592,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	0-	2008	199,594	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,637,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	49469	2008	199,486	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,682,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	0-	2008	199,385	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,727,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	10927	2008	199,077	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,772,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	54638	2008	199,063	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,817,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	0-	2008	198,911	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,862,666	90
ACCESS SERVICES INCORPORATED	LA	U	Minivan	R	66554	2008	198,396	\$ 5,162	\$ 39,839	\$ 45,000	\$ 6,907,666	90
Brethren Hillcrest Homes	LA	U	Large Bus	R	76001	2002	120,911	\$ 8,373	\$ 64,627	\$ 73,000	\$ 6,980,666	90
Angel View, Inc.	RIV	U&R	Larger Bus	SE				\$ 12,044	\$ 92,957	\$ 105,000	\$ 7,085,666	90
Angel View, Inc.	RIV	U&R	Larger Bus	SE				\$ 12,044	\$ 92,957	\$ 105,000	\$ 7,190,666	90
Mountain Shadows Support Group, MSSG	SD	U&R	Medium Bus	R	20846	2006	96,000	\$ 7,685	\$ 59,315	\$ 67,000	\$ 7,257,666	90
WATCH Resources, Incorporated	TUO	R	Modified Raised Top	R	48679	2004	107,294	\$ 5,735	\$ 44,265	\$ 50,000	\$ 7,307,666	90
WATCH Resources, Incorporated	TUO	R	Modified Raised Top	R	48680	2004	88,325	\$ 5,735	\$ 44,265	\$ 50,000	\$ 7,357,666	90
WATCH Resources, Incorporated	TUO	R	Medium Bus	R	69928	2004	188,310	\$ 7,685	\$ 59,315	\$ 67,000	\$ 7,424,666	90
WATCH Resources, Incorporated	TUO	R	Medium Bus	R	43156	2003	246,420	\$ 7,685	\$ 59,315	\$ 67,000	\$ 7,491,666	90
WATCH Resources, Incorporated	TUO	R	Medium Bus	R	43155	2003	155,205	\$ 7,685	\$ 59,315	\$ 67,000	\$ 7,558,666	90
WATCH Resources, Incorporated	TUO	R	Mobile Radios (6)	OE				\$ 584	\$ 4,508	\$ 5,093	\$ 7,563,759	90
El Dorado County Transit Authority	ED	R	Larger Bus	R	17741	2007	229,881	\$ 12,044	\$ 92,956	\$ 105,000	\$ 7,668,759	89
Redwood Coast Seniors	MEN	R	Small Bus	R	86207	2004	113,070	\$ 6,882	\$ 53,118	\$ 60,000	\$ 7,728,759	89
MST	MON	R	Medium Bus	R	52035	2008	217,025	\$ 7,685	\$ 59,315	\$ 67,000	\$ 7,795,759	89
Age Well	ORA	U	Minivan	R	80205	2000	184,598	\$ 5,162	\$ 39,839	\$ 45,000	\$ 7,840,759	89
Age Well	ORA	U	Large Bus	R	88959	1999	131,162	\$ 8,373	\$ 64,627	\$ 73,000	\$ 7,913,759	89
Age Well	ORA	U	Large Bus	R	10828	2001	117,728	\$ 8,373	\$ 64,627	\$ 73,000	\$ 7,986,759	89
Age Well	ORA	U	Large Bus	R	54342	2002	106,251	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,059,759	89
Age Well	ORA	U	Large Bus	R	54341	2002	122,278	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,132,759	89
Age Well	ORA	U	Large Bus	R	54343	2002	120,886	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,205,759	89
Age Well	ORA	U	Large Bus	R	76562	2002	137,821	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,278,759	89
Age Well	ORA	U	Large Bus	R	76563	2002	113,921	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,351,759	89
Age Well	ORA	U	Scheduling Software	OE				\$ 4,588	\$ 35,412	\$ 40,000	\$ 8,391,759	89
PRIDE Industries One, Inc.	PLA	U&R	Medium Bus	R	19364	2005	200,908	\$ 7,685	\$ 59,315	\$ 67,000	\$ 8,458,759	89
PRIDE Industries One, Inc.	PLA	U&R	Cameras (38)	OE				\$ 4,472	\$ 34,517	\$ 38,989	\$ 8,497,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	10176	2007	204,396	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,570,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	50161	2006	219,888	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,643,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	50160	2006	216,804	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,716,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	50159	2006	212,239	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,789,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	56069	2005	221,724	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,862,748	89
UCP of Greater Sacramento, Inc.	SAC	U	Large Bus	R	51813	2005	202,722	\$ 8,373	\$ 64,627	\$ 73,000	\$ 8,935,748	89
Tulare County Training Center for the Handicapped (dba ABLE Industries)	TUL	U&R	Small Bus	R	1443	2003	156,000	\$ 6,882	\$ 53,118	\$ 60,000	\$ 8,995,748	89
City of Eureka	HUM	R	Mobile Radio (3)	OE				\$ 161	\$ 1,240	\$ 1,401	\$ 8,997,149	88

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
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(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
City of Eureka	HUM	R	Base Station (2)	OE				\$ 363	\$ 2,803	\$ 3,166	\$ 9,000,315	88
Bakersfield ARC	KER	U	Minivan	R	25573	2006	189,351	\$ 5,735	\$ 44,265	\$ 50,000	\$ 9,050,315	88
Bakersfield ARC	KER	U	Minivan	R	32319	2006	205,452	\$ 5,735	\$ 44,265	\$ 50,000	\$ 9,100,315	88
Bakersfield ARC	KER	U	Minivan	R	O8874	2003	246,827	\$ 5,735	\$ 44,265	\$ 50,000	\$ 9,150,315	88
Aids Services Foundation Orange County	ORA	U	Minivan	R	43189	2005	181,756	\$ 5,162	\$ 39,839	\$ 45,000	\$ 9,195,315	88
Desert Arc	RIV	U&R	Minivan	R	12129	2000	181,837	\$ 5,162	\$ 39,839	\$ 45,000	\$ 9,240,315	88
Desert Arc	RIV	U&R	Medium Bus (CNG)	R	76578	2002	230,396	\$ 10,438	\$ 80,562	\$ 91,000	\$ 9,331,315	88
Desert Arc	RIV	U&R	Large Bus	R	03151	2000	163,336	\$ 8,373	\$ 64,627	\$ 73,000	\$ 9,404,315	88
Easter Seals Superior CA	SAC	U&R	Large Bus	R	17660	1999	149,042	\$ 8,373	\$ 64,627	\$ 73,000	\$ 9,477,315	88
On Lok Senior Health Services	SF	U	Small Bus	R	31758	2004	9,658	\$ 6,882	\$ 53,118	\$ 60,000	\$ 9,537,315	88
Solano County Transit (SolTrans)	SOL	U	Computer Software	OE				\$ 4,325	\$ 33,383	\$ 37,708	\$ 9,575,023	88
Porterville Sheltered Workshop	TUL	U&R	Computer Hardware (5)	OE	-	-	-	\$ 631	\$ 4,874	\$ 5,505	\$ 9,580,528	88
Porterville Sheltered Workshop	TUL	U&R	Computer Software (Fleet Management)	OE	-	-	-	\$ 1,093	\$ 8,433	\$ 9,526	\$ 9,590,054	88
Porterville Sheltered Workshop	TUL	U&R	Hardware Copier/Fax/Scanner	OE	-	-	-	\$ 691	\$ 5,331	\$ 6,022	\$ 9,596,076	88
Yolo Adult Day Health Center	YOL	U&R	Medium Bus	R	62656	2003	126,440	\$ 7,685	\$ 59,315	\$ 67,000	\$ 9,663,076	88
Yolo Adult Day Health Center	YOL	U&R	Medium Bus	R	62655	2003	108,046	\$ 7,685	\$ 59,315	\$ 67,000	\$ 9,730,076	88
Orange County Adult Achievement Center	ORA	U	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 9,803,076	87
San Diego Center for the Blind	SD	U&R	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 9,870,076	87
San Diego Center for the Blind	SD	U&R	Medium Bus, CNG	SE				\$ 10,438	\$ 80,562	\$ 91,000	\$ 9,961,076	87
Alzheimer's Services of the East Bay	ALA	U	Small Bus	R	63071	2002	171,073	\$ 6,882	\$ 53,118	\$ 60,000	\$ 10,021,076	86
Alzheimer's Services of the East Bay	ALA	U	Small Bus	R	25106	2002	211,638	\$ 6,882	\$ 53,118	\$ 60,000	\$ 10,081,076	86
Tarzana Treatment Center	LA	U	Large Bus	R	36498	1999	140,231	\$ 8,373	\$ 64,627	\$ 73,000	\$ 10,154,076	86
SunLine Transit Agency	RIV	U&R	Mobile Radios (2)	OE				\$ 229	\$ 1,771	\$ 2,000	\$ 10,156,076	86
St. Madeleine Sophie's Center	SD	U&R	Minivan	R	04250	2001	171,421	\$ 5,162	\$ 39,839	\$ 45,000	\$ 10,201,076	86
St. Madeleine Sophie's Center	SD	U&R	Minivan	R	55483	2002	247,510	\$ 5,162	\$ 39,839	\$ 45,000	\$ 10,246,076	86
St. Madeleine Sophie's Center	SD	U&R	Minivan	R	99080	2002	142,171	\$ 5,162	\$ 39,839	\$ 45,000	\$ 10,291,076	86
St. Madeleine Sophie's Center	SD	U&R	Minivan	R	99312	2002	124,582	\$ 5,162	\$ 39,839	\$ 45,000	\$ 10,336,076	86
St. Madeleine Sophie's Center	SD	U&R	Minivan	R	98451	2002	112,485	\$ 5,162	\$ 39,839	\$ 45,000	\$ 10,381,076	86
St. Madeleine Sophie's Center	SD	U&R	Small Bus	R	02041	2003	169,291	\$ 6,882	\$ 53,118	\$ 60,000	\$ 10,441,076	86
St. Madeleine Sophie's Center	SD	U&R	Large Bus	R	06557	1997	341,184	\$ 8,373	\$ 64,627	\$ 73,000	\$ 10,514,076	86
St. Madeleine Sophie's Center	SD	U&R	Large Bus	R	11109	1999	249,577	\$ 8,373	\$ 64,627	\$ 73,000	\$ 10,587,076	86
St. Madeleine Sophie's Center	SD	U&R	Mobile Radio (4)	OE				\$ 459	\$ 3,541	\$ 4,000	\$ 10,591,076	86
UCP/Ride-On	SLO	R	Large Bus	R	49309	2007	192,902	\$ 8,373	\$ 64,627	\$ 73,000	\$ 10,664,076	86
ARC Imperial Valley	IMP	U&R	Large Bus	R	36889	2007	209,231	\$ 8,373	\$ 64,627	\$ 73,000	\$ 10,737,076	85
ARC Imperial Valley	IMP	U&R	Larger Bus	R	14687	2005	251,877	\$ 12,043	\$ 92,957	\$ 105,000	\$ 10,842,076	85
North of the River	KER	U	Modified Raised Top	R	49536	2007	162,374	\$ 5,735	\$ 44,265	\$ 50,000	\$ 10,892,076	85
North of the River	KER	U	Modified Raised Top	R	24849	2007	158,845	\$ 5,735	\$ 44,265	\$ 50,000	\$ 10,942,076	85
City of Glendale	LA	U	Larger Bus	SE				\$ 12,044	\$ 92,957	\$ 105,000	\$ 11,047,076	85
Desert Arc	RIV	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 11,120,076	85
Self Help for the Elderly	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 11,165,076	85
Self Help for the Elderly	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 11,210,076	85
Self Help for the Elderly	SF	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 11,260,076	85
Self Help for the Elderly	SF	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 11,310,076	85
Easy Lift Transportation	SB	U&R	Software	OE				\$ 4,588	\$ 35,412	\$ 40,000	\$ 11,350,076	85
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,417,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,484,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,551,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,618,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,685,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,752,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,819,076	84
Center for Elders' Independence	ALA	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 11,886,076	84
Center for Elders' Independence	ALA	U	Mobile Radios (8)	OE				\$ 459	\$ 3,541	\$ 4,000	\$ 11,890,076	84
El Dorado County Transit Authority	ED	R	Larger Bus	R	19466	2007	202,029	\$ 12,044	\$ 92,956	\$ 105,000	\$ 11,995,076	84
El Dorado County Transit Authority	ED	R	Larger Bus	R	19771	2007	202,373	\$ 12,044	\$ 92,956	\$ 105,000	\$ 12,100,076	84
ARC Imperial Valley	IMP	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,173,076	84
ARC Imperial Valley	IMP	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,246,076	84
AltaMed Health Services Corporation	LA	U	Medium Bus	R	45843	1999	187,668	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,313,076	84

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
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(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
AltaMed Health Services Corporation	LA	U	Medium Bus	R	45844	1999	210,663	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,380,076	84
AltaMed Health Services Corporation	LA	U	Medium Bus	R	26025	2013	203,701	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,447,076	84
AltaMed Health Services Corporation	LA	U	Medium Bus	R	26026	2013	206,687	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,514,076	84
AltaMed Health Services Corporation	LA	U	Medium Bus	R	26027	2013	195,554	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,581,076	84
AltaMed Health Services Corporation	LA	U	Medium Bus	R	26028	2013	192,830	\$ 7,685	\$ 59,315	\$ 67,000	\$ 12,648,076	84
Tarzana Treatment Center	LA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 12,693,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	43485	2006	157,472	\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,766,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	43486	2006	131,019	\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,839,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	43488	2006	146,811	\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,912,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	43489	2006	169,394	\$ 8,373	\$ 64,627	\$ 73,000	\$ 12,985,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	43483	2006	173,155	\$ 8,373	\$ 64,627	\$ 73,000	\$ 13,058,076	84
Orange County Adult Achievement Center	ORA	U	Large Bus	R	01271	2006	179,826	\$ 8,373	\$ 64,627	\$ 73,000	\$ 13,131,076	84
SunLine Transit Agency	RIV	U&R	Medium Bus CNG	SE				\$ 10,438	\$ 80,562	\$ 91,000	\$ 13,222,076	84
SunLine Transit Agency	RIV	U&R	Medium Bus CNG	SE				\$ 10,438	\$ 80,562	\$ 91,000	\$ 13,313,076	84
Paratransit, Inc..	SAC	U	Rangers	OE				\$ 1,377	\$ 10,623	\$ 12,000	\$ 13,325,076	84
Laguna Honda Hospital and Rehabilitation Center	SF	U	Medium Bus	R	20106	1994	153,190	\$ 7,685	\$ 59,315	\$ 67,000	\$ 13,392,076	84
Laguna Honda Hospital and Rehabilitation Center	SF	U	Medium Bus	R	17650	1999	153,683	\$ 7,685	\$ 59,315	\$ 67,000	\$ 13,459,076	84
Laguna Honda Hospital and Rehabilitation Center	SF	U	Larger Bus	R	92466	2000	38,146	\$ 12,044	\$ 92,957	\$ 105,000	\$ 13,564,076	84
Self Help for the Elderly	SF	U	Computer Hardware (10)	OE				\$ 2,390	\$ 18,450	\$ 20,840	\$ 13,584,916	84
Self Help for the Elderly	SF	U	Computer Software (10)	OE				\$ 486	\$ 3,754	\$ 4,240	\$ 13,589,156	84
Self Help for the Elderly	SF	U	Base Station	OE				\$ 287	\$ 2,213	\$ 2,500	\$ 13,591,656	84
Self Help for the Elderly	SF	U	Mobile Radio (11)	OE				\$ 1,262	\$ 9,738	\$ 11,000	\$ 13,602,656	84
											100% Line	
Lamorinda Spirit Van, City of Lafayette	CC	U	Medium Bus	R	23929	2002	240,353	\$ 7,685	\$ 59,315	\$ 67,000	\$ 13,669,656	83
City of Eureka	HUM	R	Small Bus	R	93809	2005	156,049	\$ 6,882	\$ 53,118	\$ 60,000	\$ 13,729,656	83
City of Eureka	HUM	R	Small Bus	R	93810	2005	167,212	\$ 6,882	\$ 53,118	\$ 60,000	\$ 13,789,656	83
Project Independence	ORA	U	Minivan	R	59545	2004	81,223	\$ 5,162	\$ 39,839	\$ 45,000	\$ 13,834,656	83
Project Independence	ORA	U	Minivan	R	58891	2004	123,314	\$ 5,162	\$ 39,839	\$ 45,000	\$ 13,879,656	83
Project Independence	ORA	U	Minivan	R	58211	2004	130,260	\$ 5,162	\$ 39,839	\$ 45,000	\$ 13,924,656	83
Project Independence	ORA	U	Minivan	R	56203	2004	121,482	\$ 5,162	\$ 39,839	\$ 45,000	\$ 13,969,656	83
Care-A-Van Transit	RIV	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 14,014,656	83
Care-A-Van Transit	RIV	U&R	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 14,064,656	83
Desert Arc	RIV	U&R	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,161,656	83
Friends of Moreno Valley Senior Center Inc.	RIV	U	Medium Bus	R	85802	2006	203,163	\$ 7,685	\$ 59,315	\$ 67,000	\$ 14,228,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,325,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,422,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,519,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,616,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,713,656	83
Paratransit, Inc..	SAC	U	Large Bus CNG	SE				\$ 11,126	\$ 85,874	\$ 97,000	\$ 14,810,656	83
Friends of Adult Day Health Care Centers	SD	U&R	Minivan	N				\$ 5,162	\$ 39,839	\$ 45,000	\$ 14,855,656	83
Institute on Aging	SF	U	Wheelchair Tie Down Kit (5)	OE				\$ 3,206	\$ 24,744	\$ 27,950	\$ 14,883,606	83
Milestones Adult Development Center	SOL	U	Minivan	R	15723	1998	191,436	\$ 5,162	\$ 39,839	\$ 45,000	\$ 14,928,606	83
Milestones Adult Development Center	SOL	U	Small Bus	R	40576	2004	114,755	\$ 6,882	\$ 53,118	\$ 60,000	\$ 14,988,606	83
Milestones Adult Development Center	SOL	U	Wheelchair Tie Down Kit	OE				\$ 963	\$ 7,437	\$ 8,400	\$ 14,997,006	83
United Cerebral Palsy of Stanislaus County	STA	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 15,047,006	83
											110% Line	
City of Santa Ana	ORA	U	Medium Bus CNG	R	15636	2006	178,426	\$ 10,438	\$ 80,562	\$ 91,000	\$ 15,138,006	82
City of Santa Ana	ORA	U	Medium Bus CNG	R	28458	2006	156,239	\$ 10,438	\$ 80,562	\$ 91,000	\$ 15,229,006	82
City of Elk Grove/e-van	SAC	U	Minivan	R	31909	2006	239,601	\$ 5,162	\$ 39,838	\$ 45,000	\$ 15,274,006	82
City of Elk Grove/e-van	SAC	U	Minivan	R	51209	2006	261,604	\$ 5,162	\$ 39,838	\$ 45,000	\$ 15,319,006	82
City of Elk Grove/e-van	SAC	U	Minivan	R	31385	2006	279,516	\$ 5,162	\$ 39,838	\$ 45,000	\$ 15,364,006	82
Community Bridges	SCR	U&R	Minivan	R	27595	2003	128,783	\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,409,006	82

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
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(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
Community Bridges	SCR	U&R	Minivan	R	71941	2000	146,915	\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,454,006	82
Community Bridges	SCR	U&R	Mobile Data Computers (14)	OE				\$ 4,586	\$ 35,394	\$ 39,980	\$ 15,493,986	82
The Arc of Ventura County	VEN	U&R	Minivan	R	10303	2000	98,645	\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,538,986	82
The Arc of Ventura County	VEN	U&R	Minivan	R	27065	2002	98,645	\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,583,986	82
Bay Area Outreach and Recreation Program, Inc.	ALA	U	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 15,656,986	81
City of Fortuna	HUM	R	Medium Bus	R	90417	2003	117,738	\$ 7,685	\$ 59,315	\$ 67,000	\$ 15,723,986	81
Desert Area Resource Training	KER	R	Mobile Radios (6)	OE				\$ 688	\$ 5,312	\$ 6,000	\$ 15,729,986	81
Desert Area Resource Training	KER	R	Computer Software	OE				\$ 918	\$ 7,082	\$ 8,000	\$ 15,737,986	81
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,782,986	81
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,827,986	81
Brethren Hillcrest Homes	LA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 15,872,986	81
Institute for the Redesign of Learning	LA	U	Small Bus	R	34209	2006	124,825	\$ 6,882	\$ 53,118	\$ 60,000	\$ 15,932,986	81
Gold Country Telecare, Inc.	NEV	R	Larger Bus	R	18791	2007	189,107	\$ 12,043	\$ 92,957	\$ 105,000	\$ 16,037,986	81
Gold Country Telecare, Inc.	NEV	R	Larger Bus	R	40388	2006	153,997	\$ 8,373	\$ 64,627	\$ 73,000	\$ 16,110,986	81
St. Madeleine Sophie's Center	SD	U&R	Small Bus	R	07261	2005	123,073	\$ 6,882	\$ 53,118	\$ 60,000	\$ 16,170,986	81
Milestones Adult Development Center	SOL	U	Computer Hardware	OE				\$ 229	\$ 1,770	\$ 1,999	\$ 16,172,985	81
Catholic Charities of the Diocese of Stockton	STA	U&R	Minivan	R	19360	2004	128,516	\$ 5,162	\$ 39,839	\$ 45,000	\$ 16,217,985	81
ARC Imperial Valley	IMP	U&R	Larger Bus	R	13345	2005	227,216	\$ 12,043	\$ 92,957	\$ 105,000	\$ 16,322,985	80
North of the River	KER	U	Modified Raised Top	R	02909	2005	132,765	\$ 5,735	\$ 44,265	\$ 50,000	\$ 16,372,985	80
North of the River	KER	U	Small Bus	R	30121	2003	135,520	\$ 6,882	\$ 53,118	\$ 60,000	\$ 16,432,985	80
Kings Rehabilitation Center Inc.	KIN	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 16,477,985	80
City of Vista	SD	U&R	Large Bus	R	13592	2005	103,747	\$ 8,373	\$ 64,627	\$ 73,000	\$ 16,550,985	80
St. Madeleine Sophie's Center	SD	U&R	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 16,610,985	80
WATCH Resources, Incorporated	TUO	R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 16,655,985	80
Ukiah Senior Center, Inc.	MEN	R	Medium Bus	R	85788	2006	92,622	\$ 7,685	\$ 59,315	\$ 67,000	\$ 16,722,985	79
Town of Truckee	NEV	R	Medium Bus	R	06133	2007	148,685	\$ 7,685	\$ 59,315	\$ 67,000	\$ 16,789,985	79
Town of Truckee	NEV	R	Medium Bus	R	06992	2007	157,266	\$ 7,685	\$ 59,315	\$ 67,000	\$ 16,856,985	79
PRIDE Industries One, Inc.	PLA	U&R	Larger Bus	R	13687	2007	207,013	\$ 12,044	\$ 92,957	\$ 105,000	\$ 16,961,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,006,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,051,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,096,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,141,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,186,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,231,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,276,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,321,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,366,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,411,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,456,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,501,985	79
Full Access & Coordinated Transportation, Inc.	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,546,985	79
St. Madeleine Sophie's Center	SD	U&R	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 17,591,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	11941	1999	58,827	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,651,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	29530	1999	81,070	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,711,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	10329	2002	96,946	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,771,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	93904	1999	117,361	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,831,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	42431	2004	115,507	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,891,985	79

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
FFY 2011-12 STATEWIDE PRIORITIZED LIST
(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
HOPE Rehabilitation Services	SCL	U	Small Bus	R	10458	1992	83,891	\$ 6,882	\$ 53,118	\$ 60,000	\$ 17,951,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	29207	1996	107,155	\$ 6,882	\$ 53,118	\$ 60,000	\$ 18,011,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	92284	1999	132,699	\$ 6,882	\$ 53,118	\$ 60,000	\$ 18,071,985	79
HOPE Rehabilitation Services	SCL	U	Small Bus	R	19799	2001	117,780	\$ 6,882	\$ 53,118	\$ 60,000	\$ 18,131,985	79
HELP of Ojai	VEN	U&R	Small Bus	R	32724	2003	93,588	\$ 6,882	\$ 53,118	\$ 60,000	\$ 18,191,985	79
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13821	1999	122,861	\$ 7,685	\$ 59,315	\$ 67,000	\$ 18,258,985	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	12461	1999	168,870	\$ 7,685	\$ 59,315	\$ 67,000	\$ 18,325,985	78
Napa County Transportation and Planning Agency	NAP	U	Medium Bus	R	13818	1999	95,758	\$ 7,685	\$ 59,315	\$ 67,000	\$ 18,392,985	78
Easter Seals Superior CA	SAC	U&R	Large Bus	SE				\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,465,985	78
Institute on Aging	SF	U	Large Bus	R	65972	2005	81,157	\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,538,985	78
Institute on Aging	SF	U	Large Bus	R	65970	2005	71,522	\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,611,985	78
Institute on Aging	SF	U	Large Bus	R	63998	2005	74,902	\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,684,985	78
Institute on Aging	SF	U	Large Bus	R	65971	2005	82,836	\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,757,985	78
Institute on Aging	SF	U	Large Bus	R	63997	2005	70,780	\$ 8,373	\$ 64,627	\$ 73,000	\$ 18,830,985	78
Institute on Aging	SF	U	Video Surveillance System (12)	OE				\$ 1,170	\$ 9,030	\$ 10,200	\$ 18,841,185	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 18,908,185	78
North and South of Market Adult Day Health Corp. (SteppingStone)	SF	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 18,975,185	78
On Lok Senior Health Services	SF	U	Small Bus	R	23264	2006	85,860	\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,035,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,095,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,155,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,215,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,275,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,335,185	78
On Lok Senior Health Services	SF	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,395,185	78
NCI Affiliates, Inc.	SLO	R	Minivan	R	69550	2004	76,311	\$ 5,162	\$ 39,838	\$ 45,000	\$ 19,440,185	78
NCI Affiliates, Inc.	SLO	R	Minivan	R	68655	2004	84,767	\$ 5,162	\$ 39,838	\$ 45,000	\$ 19,485,185	78
Milestones Adult Development Center	SOL	U	Small Bus	R	06317	2005	181,790	\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,545,185	78
Milestones Adult Development Center	SOL	U	Large Bus	R	06318	2007	152,549	\$ 8,373	\$ 64,627	\$ 73,000	\$ 19,618,185	78
Milestones Adult Development Center	SOL	U	Larger Bus	R	73528	2007	258,216	\$ 12,044	\$ 92,957	\$ 105,000	\$ 19,723,185	78
OPARC	SBD	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,783,185	77
OPARC	SBD	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,843,185	77
OPARC	SBD	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 19,903,185	77
San Diego Center for the Blind	SD	U&R	Medium Bus	R	61207	2007	39,827	\$ 7,685	\$ 59,315	\$ 67,000	\$ 19,970,185	77
San Diego Center for the Blind	SD	U&R	Medium Bus	R	61211	2007	32,948	\$ 7,685	\$ 59,315	\$ 67,000	\$ 20,037,185	77
City of Glendale	LA	U	Minivan	R	61996	2008	129,731	\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,082,185	76
Institute for the Redesign of Learning	LA	U	Small Bus	R	36073	2006	129,721	\$ 6,882	\$ 53,118	\$ 60,000	\$ 20,142,185	76
Institute for the Redesign of Learning	LA	U	Small Bus	R	59607	2006	119,721	\$ 6,882	\$ 53,118	\$ 60,000	\$ 20,202,185	76
ARC Imperial Valley	IMP	U&R	Larger Bus	R	13171	2005	217,901	\$ 12,043	\$ 92,957	\$ 105,000	\$ 20,307,185	75
North of the River	KER	U	Small Bus	R	18738	2008	137,485	\$ 6,882	\$ 53,118	\$ 60,000	\$ 20,367,185	75
Speech & Language Development Center	ORA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,412,185	75
San Benito County LTA	SBD	R	Mobile Radios (3)	OE				\$ 344	\$ 2,656	\$ 3,000	\$ 20,415,185	75
United Christian Centers of Greater Sacramento	VAR	U	Small Bus	SE				\$ 6,882	\$ 53,118	\$ 60,000	\$ 20,475,185	75
Tarzana Treatment Center	LA	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,520,185	74
Speech & Language Development Center	ORA	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 20,570,185	74
Institute on Aging	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,615,185	72
Institute on Aging	SF	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 20,682,185	72
Manteca CAPS	SJ	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 20,749,185	72
Manteca CAPS	SJ	U	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 20,816,185	72
Desert Area Resource Training	KER	R	Minivan	R	14666	2007	116,952	\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,861,185	71
Desert Area Resource Training	KER	R	Minivan	R	28032	2007	143,291	\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,906,185	71
Desert Area Resource Training	KER	R	Minivan	R	21466	2007	109,978	\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,951,185	71
Desert Area Resource Training	KER	R	Minivan	R	40334	2007	138,789	\$ 5,162	\$ 39,839	\$ 45,000	\$ 20,996,185	71
Desert Area Resource Training	KER	R	Modified Raised Top	R	40872	2007	125,890	\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,046,185	71
Desert Area Resource Training	KER	R	Modified Raised Top	R	40629	2007	134,526	\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,096,185	71

**FTA SECTION 5310 ELDERLY AND DISABLED TRANSIT PROGRAM
FFY 2011-12 STATEWIDE PRIORITIZED LIST
(IN STATE SCORE PRIORITY ORDER)**

Agency	Co	Urban or Rural	Project	Type	Vin	Year	Miles	Match (Toll Credits)	FTA 5310 Share	Total Project \$	Cumulative (Federal \$)	State Score
City of Glendale	LA	U	Minivan	R	62031	2008	124,678	\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,141,185	71
City of Glendale	LA	U	Minivan	R	62479	2008	120,173	\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,186,185	71
City of Glendale	LA	U	Minivan	R	60656	2008	104,530	\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,231,185	71
Edgewood Center for Children and Families	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,276,185	71
Edgewood Center for Children and Families	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,321,185	71
Edgewood Center for Children and Families	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,366,185	71
Edgewood Center for Children and Families	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,411,185	71
Institute on Aging	SF	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,461,185	71
ARC San Joaquin	SJ	U	Modified Raised Top	R	67,482	2006	142,181	\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,511,185	71
Easter Seals Southern California	ORA	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,561,185	69
Easter Seals Southern California	ORA	U	Modified Raised Top	SE				\$ 5,735	\$ 44,265	\$ 50,000	\$ 21,611,185	69
Laguna Honda Hospital and Rehabilitation Center	SF	U	Minivan	SE				\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,656,185	69
HOPE Rehabilitation Services	SCL	U	Small Bus	R	03316	2006	129,212	\$ 6,882	\$ 53,118	\$ 60,000	\$ 21,716,185	69
Milestones Adult Development Center	SOL	U	Large Bus	R	73534	2007	116,906	\$ 8,373	\$ 64,627	\$ 73,000	\$ 21,789,185	68
Milestones Adult Development Center	SOL	U	Large Bus	R	73531	2007	101,117	\$ 8,373	\$ 64,627	\$ 73,000	\$ 21,862,185	68
San Benito County LTA	SBD	R	Minivan	R	38515	2008	114,841	\$ 5,162	\$ 39,839	\$ 45,000	\$ 21,907,185	67
San Benito County LTA	SBD	R	Medium Bus	R	1432	2008	155,713	\$ 7,685	\$ 59,315	\$ 67,000	\$ 21,974,185	67
San Benito County LTA	SBD	R	Medium Bus	R	52880	2007	158,095	\$ 7,685	\$ 59,315	\$ 67,000	\$ 22,041,185	67
Catholic Charities of the Diocese of Stockton	STA	U&R	MDT (5)	OE				\$ 356	\$ 2,744	\$ 3,100	\$ 22,044,285	66
Catholic Charities of the Diocese of Stockton	STA	U&R	Computer Software	OE				\$ 4,232	\$ 32,668	\$ 36,900	\$ 22,081,185	66
Golden Age Center	TRI	R	Small bus	R	11344	1995	270,000	\$ 6,882	\$ 53,118	\$ 60,000	\$ 22,141,185	66
Napa County Transportation and Planning Agency	NAP	U	Mobile Radio (3)	OE				\$ 344	\$ 2,656	\$ 3,000	\$ 22,144,185	64
SHIELDS for Families	LA	U	Larger Bus	SE				\$ 12,044	\$ 92,957	\$ 105,000	\$ 22,249,185	63
Milestones Adult Development Center	SOL	U	Large Bus	R	09506	2008	122,348	\$ 8,373	\$ 64,627	\$ 73,000	\$ 22,322,185	63
City of Chowchilla	MAD	U&R	Computers (2)	OE				\$ 317	\$ 2,446	\$ 2,763	\$ 22,324,948	60
City of Chowchilla	MAD	U&R	Hardware Printer/Fax/Scanner	OE				\$ 23	\$ 176	\$ 199	\$ 22,325,147	60
City of Chowchilla	MAD	U&R	Mobile Radios (3)	OE				\$ 122	\$ 942	\$ 1,064	\$ 22,326,211	60
City of Chowchilla	MAD	U&R	Medium Bus	SE				\$ 7,685	\$ 59,315	\$ 67,000	\$ 22,393,211	58

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5f.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**
EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-05

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- \$27,966,000 for 15 emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$2,351,000 for three safety projects, pursuant to the authority granted under Resolution G-03-10(2.5f.(3)).
- \$3,077,000 for four State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-05 (2.5f.(4)).

As of September 5, 2013, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2013-14:

- \$27,966,000 for 15 emergency construction projects.
- \$27,882,000 for six safety delegated projects.
- \$3,077,000 for four SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-00-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
 - a. Emergency assistance efforts.
 - b. The effective functioning of an area's services, commerce, manufacture or agriculture.
 - c. Persons in the area to reach their homes or employment.

3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-00-11, for seismic retrofit projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety and pavement rehabilitation projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-05 authorizes the Department to sub-allocate funds for Minor projects. At the June 2011 meeting, the funding and project listing for the FY 2011-12 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-10-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to amend programmed projects, the authority to allocate funds for safety projects, and the authority to allocate funds to emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
1 \$500,000 Nevada 03-Nev-49 11.6	Near Grass Valley, south of Wellwood Way. Heavy rain in late November 2012 caused a roadway embankment failure at this location and resulted in the closure of the northbound lane. The initial allocation was to repair a damaged drainage pipe, fill a void under the roadway with imported material, reconstruct the roadway and guardrail, and provide full time traffic control. The first supplemental funds were necessary due to encountering large boulders during construction requiring changes to the shoring plans, additional grouting, and a change in the pipe lining process due to culvert condition and misalignment. This supplemental is necessary to capture and dispose of groundwater that was contaminated by the cured-in-place pipe lining, grouting all voids around the culvert, and construction of a headwall at the culvert outlet. Initial G-11 Allocation 12/06/12: \$ 40,000 Supplemental G-11 Allocation 01/09/13: \$ 400,000 Supplemental G-11 Allocation 08/09/13: \$ 500,000 Revised Allocation: \$1,340,000	03-4121 SHOPP/13-14 0313000160 4 3F7304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$500,000
2 \$800,000 Sacramento 03-Sac-Var Var	In Sacramento, El Dorado, Placer, and Nevada Counties on various routes at various locations. Copper wire thefts on Routes 5, 50, 51, 80, and 160 resulted in shutting off power to highway lighting and other highway electrical systems. This project is to replace damaged pull boxes and conduits and replace stolen electrical wires to restore highway traffic safety and operation. Newly installed pull boxes will be buried and metal lids will be welded to deter future thefts. Initial G-11 Allocation 07/18/13: \$800,000	03-3305 SHOPP/13-14 0314000009 4 4F0104 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$800,000
3 \$550,000 Sierra 03-Sie-80 0.7	Near the Nevada State line at postmile 0.7. On July 2, 2013, a mud slide occurred at this location causing 5,000 cubic yards of soil to deposit in a ravine and plug a 36-inch diameter culvert. This project is to repair a damaged concrete headwall, remove slide material from the ravine, and open the plugged culvert. Initial G-11 Allocation 07/22/13: \$550,000	03-7925 SHOPP/13-14 0314000015 4 4F0304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$550,000
4 \$450,000 Sutter 03-Sut-113 4.6	Near Robbins, south of Del Monte Avenue. On June 26, 2013, a sinkhole developed in the southbound lane resulting in southbound lane closure. The sinkhole kept expanding resulting in full highway closure the following day. This project is to replace two failed 42-inch corrugated metal pipes (CMP) and provide 24-hour detour traffic control. Initial G-11 Allocation 07/09/13: \$450,000	03-8507 SHOPP/13-14 0313000319 4 3F9804 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$450,000
5 \$3,500,000 Alameda 04-Ala-680 0.9/1.6	In Fremont, from 0.8 mile north of Scott Creek Road to 0.3 mile south of East Warren Avenue. Groundwater seepage and loss of subsurface soil material caused the pavement to settle at various locations. As a result, sinkholes appeared on northbound Route 680. This project is to inject grout into the voids under the pavement, grind existing asphalt concrete (AC) pavement, and overlay with new AC. Initial G-11 Allocation 08/21/13: \$3,500,000	04-1600Q SHOPP/13-14 0413000026 4 4G7004 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$3,500,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
6 \$500,000 Kern 06-Ker-178 15.2/16.7	Near Bakersfield, east of Route 184. Strong thunderstorms and flash flooding on August 19, 2013 caused a utility reservoir to overflow and wash down to the highway and the Kern River below. Multiple rock slides and partial roadway loss caused the closure of the highway. This project is to remove slide debris, stabilize and reconstruct highway embankment, replace a 24-inch culvert pipe, clean out multiple culverts, place erosion control measures, repair guardrails and pavement, and implement traffic control as necessary. Initial G-11 Allocation 08/26/13: \$500,000	06-6688 SHOPP/13-14 0614000042 4 0Q9704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$500,000
7 \$5,000,000 Los Angeles 07-LA-5 22.5	In the city of Los Angeles, at the Route 2 Separation (Bridge No. 53-0577). On July 13, 2013, a double tanker fuel truck filled with 8,500 gallons of gasoline overturned and burned inside the northbound Route 2 to northbound Route 5 connector tunnel structure. The intense flames that burned over an hour severely compromised the integrity of the structure. This project is to clear all fire debris, install temporary shoring support within the tunnel in order to allow traffic back on Route 5 (over the tunnel), assess the extent of the structural damage, and then perform all emergency repairs needed in order to fully re-open this interchange as rapidly as possible. Initial G-11 Allocation 07/17/13: \$5,000,000	07-4644 SHOPP/13-14 0714000023 4 4X1004 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$5,000,000
8 \$11,500,000 Los Angeles 07-LA-5 22.5	In the city of Los Angeles, at the Route 2 Separation (Bridge No. 53-0577). On July 13, 2013, a double tanker fuel truck filled with 8,500 gallons of gasoline overturned and burned inside the northbound Route 2 to northbound Route 5 connector tunnel structure. The intense flames that burned over an hour severely compromised the integrity of the structure. Project EA-4X100 was allocated \$5,000,000 to install temporary shoring and allow traffic over the tunnel on Route 5 and to assess the damage to the structure. This allocation is necessary to make permanent repairs to the damaged bridge/tunnel structure, and replace destroyed pavement, signs, electrical and drainage systems. The work will also require both temporary and permanent relocation of various communication (utility) lines. Initial G-11 Allocation 08/21/13: \$11,500,000	07-4645 SHOPP/13-14 0714000043 4 4X1104 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$11,500,000
9 \$995,000 Ventura 07-Ven-118 18.4/18.7	In Moorpark, at the transition bridge from northbound Route 23 to Route 118 (Arroyo Simi Bridge No. 52-0331R/L). Bridge Maintenance crews discovered a failed section of a structural steel I-beam that had separated from the joint assembly and started to block the traveled way. Steel plates and reduced traffic speed signs were used to maintain traffic over the failed joint as a temporary measure. Further inspection and evaluation of the remaining bridge identified additional compromised joint assembly systems. This project is necessary to replace the failed joint assembly systems and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$995,000	07-4577 SHOPP/13-14 0713000325 4 3X9704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$995,000
10 \$300,000 Riverside 08-Riv-10 27.7	Near Palm Springs, at the Whitewater River Bridges (No. 56-0004L/R). On July 20 and 21, 2013, monsoon storms with heavy rainfall eroded rock slope protection (RSP) and caused the channel bed to erode down to the level of the bottom of the bridge footings. This project is to restore the channel bed by replacing the RSP and fabric under the eastbound bridge spans 2 and 5, and rock armor with fabric at the piers of the westbound bridge. Initial G-11 Allocation 07/30/13: \$300,000 (Additional \$25,000 was allocated for right of way purposes).	08-0014K SHOPP/13-14 0814000034 4 1E4904 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$300,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
11 \$1,400,000 Riverside 08-Riv-74 5.3/11.8	In and near Lake Elsinore, from El Cariso Road to Grand Avenue. The Falls Fire (August 5, 2013) burned over 1,400 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace 14,000 linear feet of MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$1,400,000 (Additional \$40,000 was allocated for right of way purposes).	08-0127K SHOPP/13-14 0814000042 4 1E5204 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$1,400,000
12 \$581,000 Riverside 08-Riv-86 R4.24/R5.24	West of Salton Sea, at Kings Stormwater Channel Bridge (No. 56-0778R). Structural distress caused significant deflection to occur on the Number 2 lane requiring lane closure. This project is necessary to place a steel plate over the damaged area and place corrugated metal deck filled with concrete on top of the existing deck as an interim measure to stabilize the structure and open the bridge to full capacity. A permanent restoration project to replace the superstructure has been initiated as a long-term solution. Initial G-11 Allocation 08/26/13: \$581,000 (Additional \$10,000 was allocated for right of way purposes).	08-0075M SHOPP/13-14 0813000199 4 1E2704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$581,000
13 \$300,000 Riverside 08-Riv-243 0.0/2.2	Near Mountain Center, from Junction Route 74 to 0.7 mile south of Saunders Meadow Road. The Mountain Fire (July 15, 2013) burned over 23,000 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace burned MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/13/13: \$300,000 (Additional \$10,000 was allocated for right of way purposes).	08-0126G SHOPP/13-14 0814000045 4 1E5304 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$300,000
14 \$1,200,000 Riverside 08-Riv-243 18.0/28.3	Near Twin Pines, from 0.7 mile south of Hurley Flats Road to San Gregorio Avenue. The Silver Fire (August 7, 2013) burned over 20,000 acres and damaged roadway signs and metal beam guard rail (MBGR). This project is to remove and replace burned MBGR, remove and replace damaged roadside signs, remove burned vegetation timber and debris, conduct clearing and grubbing of roadway embankment, place slope stabilization measures to minimize future soil erosion, clear and repair existing drainage systems, and conduct traffic control as necessary. Initial G-11 Allocation 08/29/13: \$1,200,000 (Additional \$10,000 was allocated for right of way purposes).	08-0127L SHOPP/13-14 0814000048 4 1E5404 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$1,200,000
15 \$390,000 San Joaquin 10-SJ-4 0.0	Near Brentwood, at the Old River Bridge (No. 29-0045). In June 2013, inspection of this movable bridge revealed severe mechanical problems including worn-out shaft and pinion gear, worn-out bearings of the balance wheels, and uneven and loose tracks. This project is to remove and replace the worn out parts in order to maintain maritime and highway traffic and avoid lengthy highway traffic detours. Initial G-11 Allocation 07/25/13: \$390,000 (Additional \$10,000 was allocated for right of way purposes).	10-3022 SHOPP/13-14 1014000004 4 0Y6704 Emergency	2012-13 302-0042 SHA 20.20.201.130	\$390,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
1 \$755,000 Santa Barbara 05-SB-246 33.2/33.5	In Santa Ynez, from east of Edison Street to east of Meadowvale Lane. <u>Outcome/Output:</u> Widen roadway to provide left-turn channelization lane for eastbound traffic turning on to Meadowvale lane in order to reduce the number and severity of traffic collisions at this location. Allocation date: 09/05/2013	05-2308 SHOPP/13-14 \$815,000 0500020226 4 0T9704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$15,000 \$740,000
2 \$1,207,000 Fresno 06-Fre-145 32.8/33.4	Near Kerman, from 0.3 mile south to 0.3 mile north of Jensen Avenue. <u>Outcome/Output:</u> Construct a single-lane roundabout at this intersection to reduce the number and severity of traffic collisions. Allocation date: 08/30/2013	06-6441 SHOPP/13-14 \$1,207,000 0600000205 4 0J9204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$24,000 \$1,183,000
3 \$389,000 San Bernardino 08-SBd-395 16.2	In Adelanto, at Bartlett Avenue. <u>Outcome/Output:</u> Improve safety by replacing signal system to include protected left-turn phasing to reduce the number and severity of traffic collisions. Work also includes upgrades to curb ramps to meet Americans with Disabilities Act (ADA) requirements. Allocation date: 08/29/2013	08-0258Q SHOPP/13-14 \$411,000 0800001017 4 0P3104	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$11,000 \$378,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	02	Mod	139	22.6/22.8	Install Closed-Circuit Television Camera (CCTV) and Road Weather Information System (RWIS) about 23.0 miles north of Canby from 0.6 to 0.4 mile south of Perez Inspection Station. Project is combined with a STIP project (EA 02-1E0604, PPNO 02-3383).	1E0604	201.315	\$283,000	\$277,000
2	03	Nev	49	4.1/4.9	Widen shoulders and add right turn lanes at two locations at 10.0 miles south of Grass Valley at Carriage Road and Ladybird Drive.	1F9104	201.310	\$900,000	\$900,000
3	03	Sie	49	48.3/49.2	Upgrade culverts near Sierraville from 0.5 mile to 1.4 miles north of Lemon Canyon Road.	4E5404	201.151	\$920,000	\$900,000
4	09	Mno	395	34.1	Demolish truck shed, perform earthwork, remove existing pavement, pave, landscape and improve storm water system at Crestview Maintenance Station.	353304	201.352	\$1,000,000	\$1,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.1
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MONTHLY REPORT ON PROJECTS AMENDED INTO THE SHOPP BY DEPARTMENT ACTION**

SUMMARY:

Since the August 2013 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 77 new capital projects into the 2012 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2012 SHOPP. The amendments noted below will be funded from Major Damage Restoration, Safety Improvements, Americans with Disabilities Act Reservations and 2012 SHOPP savings.

2012 SHOPP Summary of New Projects by Category	No.	FY 2013/14 (\$1,000)	FY 2014/15 (\$1,000)	FY 2015/16 (\$1,000)	FY 2016/17 (\$1,000)
Major Damage Restoration	16	\$29,791		\$415	
Collision Reduction	14	\$3,394	\$10,439	\$44,835	
Mandates	3	\$4,200		\$940	
Bridge Preservation	2	\$3,490	\$21,045		
Roadway Preservation	40	\$584,005	\$6,508	\$41,214	
Mobility	2	\$4,000		\$11,580	
Total Amendments	77	\$628,880	\$37,992	\$98,984	

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP defining major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. This report identifies 77 capital projects amended into the 2012 SHOPP.

The "List of New 2012 SHOPP Capital Project Amendments" provides specific project information.

Attachment

List of New 2012 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2012 SHOPP since the August 2013 report. Copies of the actual amendments have been provided to Commission staff.

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.
Major Damage Restoration						
12H-309 0482Q	4-Ala-880 8.5/8.6 0J350 04 1300 0459	Between Newark and Fremont, on northbound 880 below Southern Pacific Railroad overcrossing. Install rock slope protection (RSP).	\$50 (R/W) \$365 (C)	15/16	PA & ED \$213 PS & E \$120 RW Sup \$30 Con Sup \$162 Total \$525	201.131 Assembly: 20 Senate: 10 Congress: 13 1 Location
12H-316 0480R	4-Son-1 34.5 0J820 04 1400 0074	Near Jenner, north of Fort Ross State Historic Park. Construct tie-back retaining wall.	\$20 (R/W) \$2,200 (C)	13/14	PA & ED \$0 PS & E \$100 RW Sup \$10 Con Sup \$550 Total \$660	201.131 Assembly: 2 Senate: 2 Congress: 2 1 Location
12H-326 3305	3-Sac-Var various 4F010 03 1400 0009	In Sacramento, El Dorado, Nevada and Placer counties on various highways at various locations. Repair highway electrical systems.	\$800 (C)	13/14	PA & ED \$5 PS & E \$5 RW Sup \$0 Con Sup \$200 Total \$210	201.130 Assembly: 4 Senate: 1 Congress: 4 20 Locations
12H-327 7925	3-Sie-80 0.7 4F030 03 1400 0015	Near the Nevada State line. Remove slide material.	\$550 (C)	13/14	PA & ED \$40 PS & E \$15 RW Sup \$0 Con Sup \$80 Total \$135	201.130 Assembly: 3 Senate: 1 Congress: 2 1 Location
12H-328 8507	3-Sut-113 4.6 3F980 03 1300 0319	Near Robbins, south of Del Monte Avenue. Replace damaged culverts	\$450 (C)	13/14	PA & ED \$30 PS & E \$15 RW Sup \$0 Con Sup \$60 Total \$105	201.130 Assembly: 2 Senate: 4 Congress: 3 1 Location
12H-329 4644	7-LA-5 22.5 4X100 07 1400 0023	In the city of Los Angeles, at the Route 2 Separation Bridge No. 53-0577. Repair bridge damage due to fire.	\$5,000 (C)	13/14	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$1,500 Total \$1,500	201.130 Assembly: 45 Senate: 22 Congress: 30 1 Location
12H-330 4577	7-Ven-118 18.4/18.7 3X970 07 1300 0325	In Moorpark, at the Arroyo Simi Bridge No. 52-0331R/L. Replace failed joint assembly systems.	\$995 (C)	13/14	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$348 Total \$348	201.130 Assembly: 37 Senate: 19 Congress: 23 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.	
Major Damage Restoration (continued)							
12H-331 0014K	8-Riv-10 27.7 1E490 08 1400 0034	Near Palm Springs, at the Whitewater River Bridge No. 56-0004L/R. Scour prevention.	\$25 (R/W) \$300 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$60 \$20 \$10 \$80 \$170	201.130 Assembly: 80 Senate: 37 Congress: 44 1 Location
12H-332 0127K	8-Riv-74 5.3/11.8 1E520 08 1400 0042	In and near Lake Elsinore, from El Cariso Road to Grand Avenue. Repair fire damage.	\$40 (R/W) \$1,400 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$10 \$90 \$0 \$150 \$250	201.130 Assembly: 80 Senate: 37 Congress: 44 1 Location
12H-333 0126G	8-Riv-243 0.0/2.2 1E530 08 1400 0045	Near Mountain Center, from Route 74 to south of Saunders Meadow Road. Repair fire damage.	\$10 (R/W) \$300 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$5 \$25 \$0 \$85 \$115	201.130 Assembly: 80 Senate: 37 Congress: 44 1 Location
12H-334 0127L	8-Riv-243 18.0/28.3 1E540 08 1400 0048	Near Twin Pines, from south of Hurley Flats Road to San Gregorio Avenue. Repair fire damage.	\$10 (R/W) \$1,200 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$8 \$70 \$0 \$250 \$328	201.130 Assembly: 65, 80 Senate: 31, 37 Congress: 44 1 Location
12H-335 3022	10-SJ-4 0.01 0Y670 10 1400 0004	Near Brentwood, at the Old River Bridge No. 29-0045. Repair bridge.	\$10 (R/W) \$390 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$5 \$20 \$2 \$40 \$67	201.130 Assembly: 17 Senate: 5 Congress: 11 1 Location
12H-338 1600Q	4-Ala-680 0.9/1.6 4G700 04 1300 0026	In Fremont, from north of Scott Creek Road to south of East Warren Avenue. Repair pavement.	\$3,500 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 \$875 \$875	201.130 Assembly: 20 Senate: 10 Congress: 13 4 Locations
12H-339 6688	6-Ker-178 15.2/16.7 0Q970 06 1400 0042	Near Bakersfield, east of Route 184. Repair roadway.	\$500 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$10 \$0 \$20 \$30	201.130 Assembly: 32 Senate: 14 Congress: 21 1 Location
12H-340 4645	7-LA-5 22.5 4X110 07 1400 0043	In the city of Los Angeles, at the Route 2 Separation Bridge No. 53-0577. Permanent bridge repairs due to fire.	\$11,500 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$3,500 \$0 \$2,800 \$6,300	201.130 Assembly: 45 Senate: 22 Congress: 30 1 Location
12H-341 0075M	8-Riv-86 R4.2/R5.2 1E270 08 1300 0199	West of Salton Sea, at Kings Stormwater Channel Bridge No. 56-0778R. Bridge deck interim repair.	\$10 (R/W) \$581 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$10 \$40 \$0 \$160 \$210	201.130 Assembly: 80 Senate: 37 Congress: 43 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.
Collision Reduction						
12H-287 6649	6-Ker-178 100.6/102.7 0P810 06 1200 0243	In Ridgecrest, from Inyokern Road to Gemstone Street. Left turn channelization.	\$14 (R/W) \$2,580 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total \$0 \$787 \$72 \$656 \$1,515	201.015 Assembly: 34 Senate: 16 Congress: 23 13 Collisions reduced
12H-311 0487P	4-Mrn-1 3.1/50.5 4H870 04 1300 0295	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road; also in Napa County, on Route 29, from PM 48.0 to PM 48.6. Install centerline rumble strips.	\$5 (R/W) \$2,061 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$130 \$270 \$50 \$270 \$720	201.010 Assembly: 6 Senate: 3 Congress: 6 83 Collisions reduced
12H-312 6676	6-Mad-152 R0.1/1.1 0P970 06 1200 0319	Near Los Banos, from east of Merced County line to Road 4. Install median cable barrier.	\$2,270 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total \$0 \$675 \$10 \$500 \$1,185	201.010 Assembly: 5 Senate: 12 Congress: 16 10 Collisions reduced
12H-318 4614	7-LA-105 R6.6/R8.1 29740 07 1300 0149	In the city of Los Angeles, from Vermont Avenue to San Pedro Street; also on Route 110 from Athens Boulevard to 104 th Street. Install safety lighting, refresh striping and markings, and upgrade guide sign panels.	\$50 (R/W) \$4,920 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$1,100 \$50 \$850 \$2,000	201.010 Assembly: 64 Senate: 30 Congress: 43, 44 202 Collisions reduced
12H-319 4616	7-LA-105 R12.7/R14.2 29720 07 1300 0154	In Paramount and Lynwood, from Atlantic Avenue to Garfield Avenue; also on Route 710 from Rosecrans Avenue to south of Route 90. Install safety lighting, refresh striping and markings, and upgrade guide sign panels.	\$50 (R/W) \$5,050 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total \$0 \$1,100 \$50 \$850 \$2,000	201.010 Assembly: 63 Senate: 33 Congress: 40, 44 177 Collisions reduced
12H-321 0177G	8-SBd-15 R87.3/R91.8 0R710 08 1200 0153	Near Barstow, from Agricultural Inspection Station to Coyote Lake Road. Install median barrier.	\$7 (R/W) \$1,764 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$231 \$525 \$18 \$461 \$1,235	201.010 Assembly: 33 Senate: 16 Congress: 8 60 Collisions reduced
12H-322 3848A	12-Ora-57 20.7/21.2 0N140 12 1300 0125	In Brea, at Lambert Road. Widen on-ramp and increase skid resistance at off-ramp.	\$5 (R/W) \$1,010 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total \$185 \$550 \$15 \$350 \$1,100	201.010 Assembly: 72 Senate: 33 Congress: 39 72 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.	
Collision Reduction (continued)							
12H-325 4952B	12-Ora-405 2.6/6.5 0M350 12 1200 0018	In Irvine, from south of Sand Canyon Avenue to north of Culver Drive. Extend auxiliary lane and replace temporary railing (type K) with permanent concrete median barrier.	\$16,280 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$2,884 \$13 <u>\$2,880</u> \$5,777	201.010 Assembly: 74 Senate: 37 Congress: 48 255 Collisions reduced
12H-336 3014	10-SJ-4 R16.2 0W110 10 0002 0426	In Stockton, at the connector ramp from westbound Route 4 to southbound Route 5. Upgrade guardrail and signs.	\$200 (R/W) \$600 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$250 \$400 \$25 <u>\$260</u> \$935	201.010 Assembly: 17 Senate: 5 Congress: 18 28 Collisions reduced
12H-342 2705	3-But-191 6.8/8.6 3F760 03 1300 0165	Near Paradise, from 2.0 miles south of Clear Creek Cemetery Road to south of Airport Road. Roadway improvements.	\$311 (R/W) \$13,690 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$1,150 \$1,100 \$596 <u>\$2,000</u> \$4,846	201.010 Assembly: 3 Senate: 4 Congress: 2 140 Collisions reduced
12H-343 4677	7-LA-1 29.1 30050 07 1300 0472	In the city of Los Angeles, near Los Angeles International Airport (LAX) at Manchester Avenue. Modify signals.	\$384 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$20 \$50 \$2 <u>\$60</u> \$132	201.010 Assembly: 62 Senate: 26 Congress: 43 20 Collisions reduced
12H-344 0059C	8-Riv-74 43.3 1C740 08 1300 0008	In and near Hemet, at Hemet Street. Install traffic signals.	\$121 (R/W) \$566 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$235 \$448 \$136 <u>\$297</u> \$1,116	201.010 Assembly: 67 Senate: 23 Congress: 36 8 Collisions reduced
12H-345 4095H	12-Ora-73 16.4/16.6 0M340 12 1200 0017	In Laguna Beach, at northbound collector/distributor from El Toro Road on-ramp to Laguna Canyon Road (Route 133) off-ramp. Widen ramp terminal and modify signals.	\$1,670 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$750 \$0 <u>\$750</u> \$1,500	201.010 Assembly: 74 Senate: 37 Congress: 45 41 Collisions reduced
12H-347 3533	2-Teh-36 75.4/76.0 4G030 02 1300 0071	Near Mineral, from 1.3 miles west to 0.7 mile west of Tramway Road; also at PM 77.0/78.4. Realign curve and widen shoulders.	\$250 (R/W) \$4,810 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$374 \$149 \$92 <u>\$261</u> \$876	201.010 Assembly: 2 Senate: 4 Congress: 2 56 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.	
Mandates							
12H-271 3539	2-Sha-299 18.4/18.7 4G480 02 1400 0003	In the town of Shasta, from 0.1 mile west of French Alley to Red Bluff Road. Construct sidewalks.	\$5 (R/W) \$1,995 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$320 \$260 \$30 \$390 \$1,000	201.378 Assembly: 2 Senate: 4 Congress: 2 10 Structures
12H-310 0273P	4-Mrn-Var various 4A670 04 0000 1155	In Marin, Sonoma and Napa counties at various locations. Provide curb ramps for compliance with the Americans Disabilities Act (ADA).	\$50 (R/W) \$890 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$400 \$12 \$450 \$862	201.361 Assembly: 10 Senate: 3 Congress: 5 16 Curb ramps
12H-313 3320	7-LA-1 33.3/34.5 24050 07 1200 0411	In Santa Monica, from Dewey Street to Route 10. Relinquish roadway. Financial Contribution Only (FCO).	\$2,200 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 \$0 \$0	201.160 Assembly: 50 Senate: 26 Congress: 33 1.2 Lane miles
Bridge Preservation							
12H-308 5004B	12-Ora-Var various 0M720 12 1300 0001	In Buena Park, on Route 91 at various locations; also in Irvine and Costa Mesa, on Route 405. Seismic retrofit four structures.	\$20 (R/W) \$3,470 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$1,512 \$41 \$960 \$2,513	201.113 Assembly: 65, 74 Senate: 32, 37 Congress: 39, 48 4 Bridges
12H-317 4580	7-LA-5 20.3 1W240 07 0002 1166	In the city of Los Angeles, at Elysian Viaduct Bridge No. 53-1424. Clean and paint steel surfaces.	\$290 (R/W) \$20,755 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$50 \$1,000 \$200 \$1,000 \$2,250	201.110 Assembly: 51 Senate: 24 Congress: 28, 34 1 Bridge
Roadway Preservation							
12H-266 2364	1-Hum-299 R5.5/R11.0 0C460 01 1200 0286	Near Blue Lake, from Blue Lake undercrossing to North Fork Mad River Bridge. Rehabilitate pavement.	\$5,082 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$165 \$249 \$120 \$483 \$1,017	201.121 Assembly: 1 Senate: 2 Congress: 1 17.1 Lane miles
12H-267 3092	1-Lak-29 R34.4/R40.0 0C350 01 1200 0253	Near Lakeport, from 5.7 miles to 0.1 mile south of Route 29/175 Junction. Rehabilitate pavement.	\$6 (R/W) \$4,161 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$129 \$266 \$42 \$396 \$833	201.121 Assembly: 1 Senate: 2 Congress: 1 19.8 Lane miles
12H-268 4484	1-Men-101 9.2/R21.1 36291 01 1200 0148	Near Ukiah, from Russian River Bridge to 0.2 mile north of Robinson Creek Bridge. Rehabilitate pavement.	\$6 (R/W) \$12,456 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$416 \$829 \$13 \$1,234 \$2,492	201.121 Assembly: 1 Senate: 2 Congress: 1 47.3 Lane miles

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.	
Roadway Preservation (continued)							
12H-269 4483	1-Men-101 64.7/69.3 45930 01 0002 0300	Near Laytonville, from Long Valley Creek Bridge to Ramsey Road. Rehabilitate pavement.	\$6 (R/W) \$3,478 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$114 \$229 \$10 \$344 \$697	201.121 Assembly: 1 Senate: 2 Congress: 1 12.1 Lane miles
12H-270 4496	1-Men-101 74.8/81.4 41540 01 1200 0149	Near Laytonville, from 5.3 miles north of Branscomb Road to Rattlesnake Creek Bridge. Rehabilitate pavement.	\$6 (R/W) \$5,755 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$188 \$389 \$10 \$569 \$1,156	201.121 Assembly: 1 Senate: 2 Congress: 1 20.1 Lane miles
12H-272 3125	3-ED-49 23.9/35.0 3F670 03 1300 0040	Near Placerville, from Coloma to Cool. Rehabilitate pavement.	\$7 (R/W) \$6,210 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$642 \$231 \$842 \$1,715	201.121 Assembly: 5 Senate: 1 Congress: 4 22.2 Lane miles
12H-273 4120	3-Nev-89 0.0/8.7 3F650 03 1300 0028	In and near Truckee, from Nevada County line to Sierra County line. Rehabilitate pavement.	\$33 (R/W) \$5,175 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$181 \$252 \$68 \$476 \$977	201.121 Assembly: 3 Senate: 1 Congress: 4 18 Lane miles
12H-274 5709	3-Pla-267 0.0/6.8 2F290 03 0002 0602	Near Truckee, from Nevada County line to Brockway Summit. Rehabilitate pavement.	\$4,140 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$237 \$328 \$ 89 \$307 \$961	201.121 Assembly: 1 Senate: 1 Congress: 4 14 Lane miles
12H-275 5831	3-Sac-5 23.3 3F040 03 1200 0058	In Sacramento, 1.4 miles south of Richards Boulevard. Replace mechanical and electrical components of the pump house.	\$2,091 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$259 \$365 \$2 \$501 \$1,127	201.150 Assembly: 9 Senate: 3 Congress: 3 1 Location
12H-276 7283	3-Sac-160 R0.0/12.0 2F990 03 1200 0027	Near Rio Vista, from Route 12 to 0.5 mile north of Route 220 in Ryde. Rehabilitate pavement.	\$100 (R/W) \$7,100 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$284 \$212 \$ 72 \$572 \$1,140	201.121 Assembly: 9 Senate: 3 Congress: 3 24 Lane miles
12H-277 7285	3-Sac-160 L1.2/L4.4 3F660 03 1300 0039	Near Rio Vista, from Antioch Bridge to Sherman Island Road. Rehabilitate pavement.	\$3,053 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$204 \$385 \$ 38 \$560 \$1,187	201.121 Assembly: 9 Senate: 3 Congress: 3 6.4 Lane miles

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Roadway Preservation (continued)							
12H-278 0133S	4-Ala-580 R41.2/47.0 4H221 04 1400 0053	In Oakland, from 0.1 mile east of Boston Avenue overcrossing to 0.2 mile east of Route 80/580 Junction. Rehabilitate pavement.	\$5 (R/W) \$11,600 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$189 \$908 \$57 \$1,173 \$2,327	201.121 Assembly: 18 Senate: 9 Congress: 13 50.4 Lane miles
12H-279 0133T	4-Ala-580 R41.2/47.0 4H222 04 1400 0054	In Oakland, from 0.1 mile east of Boston Avenue overcrossing to 0.2 mile east of Route 80/580 Junction. Rehabilitate pavement/curb ramps.	\$20 (R/W) \$2,726 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	\$38 \$151 \$38 \$227 \$454	201.121 Assembly: 18 Senate: 9 Congress: 13 0.1 Lane miles
12H-280 0484R	4-SCI-152 9.9/21.9 4C200 04 1200 0146	In and near Gilroy, from Route 101 to Route 156. Rehabilitate pavement.	\$20 (R/W) \$9,487 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$166 \$799 \$166 \$747 \$1,878	201.121 Assembly: 30 Senate: 17 Congress: 19, 20 27 Lane miles
12H-281 0503N	4-SCI-280 7.5/11.5 27204 04 1400 0055	In Cupertino, from Tantau Avenue overcrossing to Foothill Expressway. Rehabilitate pavement.	\$5 (R/W) \$6,624 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$134 \$623 \$24 \$623 \$1,404	201.121 Assembly: 24, 28 Senate: 10, 13, 15 Congress: 17, 18 32 Lane miles
12H-282 0503P	4-SCI-280 7.5/11.5 27205 04 1400 0056	In Cupertino, from Tantau Avenue overcrossing to Foothill Expressway. Rehabilitate pavement/curb ramps.	\$20 (R/W) \$3,742 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	\$67 \$311 \$12 \$312 \$702	201.121 Assembly: 24, 28 Senate: 10, 13, 15 Congress: 17, 18 0.4 Lane miles
12H-283 2438	5-SLO-46 50.2/60.9 1C900 05 1300 0008	Near Paso Robles, from the Shandon Safety Roadside Rest Area to the Kern County line. Rehabilitate pavement.	\$7,485 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$927 \$5 \$761 \$1,693	201.121 Assembly: 35 Senate: 17 Congress: 24 29.4 Lane miles
12H-284 2436	5-SCr-1 20.2/37.4 1C860 05 1300 0004	Near the city of Santa Cruz, from north of Western Avenue to the San Mateo County line. Rehabilitate pavement.	\$10,122 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$200 \$712 \$25 \$1,070 \$2,007	201.121 Assembly: 29 Senate: 17 Congress: 18, 20 38.2 Lane miles
12H-285 6672	6-Fre-5 48.8/53.0 0Q270 06 1300 0050	Near Mendota, from south of Panoche Road to north of Russell Avenue. Rehabilitate roadway.	\$15,578 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$2,230 \$36 \$799 \$3,065	201.122 Assembly: 30 Senate: 16 Congress: 20 16.8 Lane miles

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.	
Roadway Preservation (continued)							
12H-286 6655	6-Fre-41 R3.0/M6.1 0Q240 06 1300 0047	Near the city of Fresno, from Harlan Avenue to Elkhorn Avenue. Rehabilitate pavement.	\$2,529 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$462 \$12 \$285 \$759	201.121 Assembly: 31 Senate: 12 Congress: 21 6.2 Lane miles
12H-288 6594	6-Kin-5 9.0/16.5 0P180 06 1200 0086	Near Kettlemen City, from 3.3 miles south of Utica Avenue to Route 41. Rehabilitate roadway.	\$5 (R/W) \$14,410 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$800 \$18 \$1,200 \$2,018	201.122 Assembly: 32 Senate: 16 Congress: 21 30 Lane miles
12H-289 6671	6-Kin-198 R9.5/R14.7 0Q250 06 1300 0048	Near Lemoore, from 19 th Avenue to 14 th Avenue. Rehabilitate pavement.	\$5,215 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$489 \$28 \$651 \$1,168	201.121 Assembly: 30 Senate: 16 Congress: 20 10.4 Lane miles
12H-290 4581	7-LA-5 6.8/13.8 29490 07 1300 0002	In and near Downey and Commerce, from Route 605 to Route 710. Pavement rehabilitation.	\$15,473 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$540 \$1,080 \$60 \$1,920 \$3,600	201.121 Assembly: 58 Senate: 32 Congress: 40 58 Lane miles
12H-291 4589	7-LA-5 19.2/28.9 29560 07 1300 0024	In the cities of Los Angeles, Glendale and Burbank, from North Main Street to South Verdugo Avenue. Pavement rehabilitation.	\$21,713 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$260 \$1,600 \$400 \$2,000 \$4,260	201.121 Assembly: 43, 51 Senate: 24, 25 Congress: 28, 34 56 Lane miles
12H-292 4582	7-LA-10 42.4/48.3 29500 07 1300 0008	In Pomona and Claremont, from Route 57 to San Bernardino County Line. Pavement rehabilitation.	\$300 (R/W) \$15,900 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$1,495 \$13 \$2,045 \$3,553	201.121 Assembly: 41, 52 Senate: 20, 25 Congress: 27, 35 56 Lane miles
12H-293 4585	7-LA-101 1.8/8.4 29550 07 1300 0014	In the city of Los Angeles, from Route 110 to Pilgrimage Overcrossing. Pavement rehabilitation.	\$50 (R/W) \$17,865 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$106 \$1,600 \$17 \$1,880 \$3,603	201.121 Assembly: 43, 46, 51 Senate: 24, 26 Congress: 28, 30 65 Lane miles
12H-294 4583	7-LA-101 11.8/35.3 29470 07 1300 0013	In and near the cities of Los Angeles, Calabasas, and Agoura Hills, from Route 170 to Kanan Road. Pavement rehabilitation.	\$100 (R/W) \$54,900 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$550 \$1,320 \$30 \$6,100 \$8,000	201.121 Assembly: 45, 46 Senate: 18, 27 Congress: 30 158 Lane miles

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.	
Roadway Preservation (continued)							
12H-295 4603	7-LA-138 46.7/63.7 29700 07 1300 0100	In and near Palmdale, from 30 th Street East to 165 th Street East. Pavement rehabilitation.	\$50 (R/W) \$16,700 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$1,180 \$40 \$2,040 \$3,260	201.121 Assembly: 36 Senate: 21 Congress: 25 54 Lane miles
12H-296 4692	7-LA-138 69.3/75.0 30280 07 1300 0480	Near Pearblossom, from Route 18 to the San Bernardino County Line. Pavement rehabilitation.	\$3,200 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$90 \$370 \$8 \$330 \$798	201.121 Assembly: 36 Senate: 21 Congress: 25 22.8 Lane miles
12H-297 4416	7-LA-210 R16.1/R20.8 28810 07 0002 0994	In and near Glendale and La Canada Flintridge, from Dunsmore Avenue to Hampton Road/Foothill Boulevard. Roadway rehabilitation.	\$120 (R/W) \$56,380 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$17 \$1,615 \$340 \$7,290 \$9,262	201.122 Assembly: 43 Senate: 25 Congress: 28 38 Lane miles
12H-298 4525	7-LA-210 R16.1/R25.8 29300 07 1200 0149	In and near Glendale, La Canada Flintridge and Pasadena, from east of Boston Avenue to Los Robles Avenue. Pavement rehabilitation.	\$100 (R/W) \$18,510 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$1,360 \$85 \$2,210 \$3,655	201.121 Assembly: 41, 43 Senate: 25 Congress: 27, 28 40 Lane miles
12H-299 4602	7-LA-405 28.0/39.0 29680 07 1300 0092	In the city of Los Angeles, from Venice Boulevard to Route 101. Pavement rehabilitation.	\$23,280 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$100 \$2,600 \$18 \$2,300 \$5,018	201.121 Assembly: 45, 46, 50, 54 Senate: 18, 26, 27, 30 Congress: 30, 33, 37 88 Lane miles
12H-300 4590	7-LA-605 0.0/20.2 29570 07 1300 0025	In and near Long Beach, Lakewood, Cerritos, Norwalk, Downey, Santa Fe Springs, Whittier, Pico Rivera, and Baldwin Park, from Orange County Line to Route 10. Pavement rehabilitation.	\$25,138 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$165 \$2,800 \$498 \$6,000 \$9,463	201.121 Assembly: 48, 57, 58, 63, 70 Senate: 22, 32, 34 Congress: 32, 38, 40, 47 160 Lane miles
12H-301 4600	7-Ven-118 T18.8/R32.6 29670 07 1300 0086	In Moorpark and Simi Valley, from Route 23 to Los Angeles County Line. Pavement rehabilitation.	\$50 (R/W) \$16,310 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$1,079 \$27 \$1,554 \$2,660	201.121 Assembly: 38 Senate: 27 Congress: 25, 26 57.6 Lane miles

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.	
Roadway Preservation (continued)							
12H-302 0096H	8-Riv-95 L0.0/36.2 1C370 08 1200 0302	In and near Blythe, from south of Route 10 to San Bernardino County line. Pavement rehabilitation.	\$5 (R/W) \$16,412 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$270 \$975 \$27 \$1,100 \$2,372	201.121 Assembly: 56 Senate: 28 Congress: 36 73 Lane miles
12H-303 0159H	8-SBd-10 0.0/30.9 0Q760 08 0002 0458	In and near Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda and Redlands, from Los Angeles County line to Route 38. Pavement rehabilitation.	\$5 (R/W) \$47,819 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$0 \$3,680 \$68 \$4,628 \$8,376	201.121 Assembly: 40 Senate: 23 Congress: 31 385.4 Lane miles
12H-304 0220E	8-SBd-60 R0.0/R4.6 0Q751 08 1200 0105	In and near Chino and Ontario, from Los Angeles County line to Euclid Avenue; also in Riverside County in Jurupa Valley, from Country Village Road to west of Valley Way. Pavement rehabilitation.	\$40 (R/W) \$8,265 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$96 \$570 \$64 \$913 \$1,643	201.121 Assembly: 52 Senate: 20 Congress: 35 38 Lane miles
12H-305 0333	10-SJ-99 22.9/38.8 0W190 10 0002 0456	In and near Lodi, from Hammer Lane to Sacramento County line. Rehabilitate pavement.	\$77 (R/W) \$32,108 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$1 \$1,285 \$12 \$4,246 \$5,544	201.121 Assembly: 10 Senate: 5 Congress: 11 75.8 Lane miles
12H-306 0340	10-Sta-5 0.0/28.1 0V660 10 0002 0667	Near Patterson, from the Merced County line to the San Joaquin County line. Rehabilitate pavement.	\$51,185 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$102 \$1,796 \$17 \$562 \$2,477	201.121 Assembly: 17, 26 Senate: 12 Congress: 18 114 Lane miles
12H-324 4686	7-LA-210 R20.8/R24.6 30230 07 1300 0484	In La Canada Flintridge and Pasadena, from Hampton Road/Foothill Boulevard to Orange Grove Boulevard. Roadway rehabilitation.	\$54 (R/W) \$41,160 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$411 \$2,879 \$25 \$4,935 \$8,250	201.122 Assembly: 41, 43 Senate: 25 Congress: 27, 28 30 Lane miles
Mobility							
12H-307 4000	12-Ora-5 R23.8 0H007 12 1300 0146	In Irvine, at the Traffic Management Center (TMS). Install software and hardware systems to allow traffic data and inter-operational sharing among agencies.	\$4,000 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$150 \$600 \$0 \$700 \$1,450	201.315 Assembly: 74 Senate: 37 Congress: 45 250 Field elements
12H-320 4629	7-LA-405. 33.0/35.5 29850 07 1300 0270	In the city of Los Angeles, near Bel Air, from Sunset Boulevard to south of Bel Air Crest Road. Upgrade existing temporary ramps.	\$750 (R/W) \$10,830 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$480 \$1,080 \$60 \$2,400 \$4,020	201.310 Assembly: 50 Senate: 26 Congress: 33 3,000 Vehicle hours

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.2a.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2012-13 and FY 2013-14.

In FY 2012-13, the California Transportation Commission (Commission) voted 282 state-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of September 13, 2013, 216 projects totaling \$850.2 million have been awarded.

In FY 2013-14, the Commission has voted 58 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of September 13, 2013, four projects totaling \$8.2 million have been awarded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08 (adopted June 8, 2006), which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

FY 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects \$ X 1000	No. Projects Pending Bid Opening/Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2012	74	\$484,107	73	0	\$407,278	1	39	56
September 2012	15	\$88,281	14	0	\$70,659	1	7	13
October 2012	18	\$35,814	18	0	\$34,465	0	12	17
December 2012	26	\$133,477	25	0	\$94,967	1	18	24
January 2013	14	\$53,491	13	0	\$38,029	1	12	13
March 2013	40	\$120,390	39	0	\$116,332	1	33	39
May 2013	47	\$278,203	26	0	\$72,241	21	23	26
June 2013	48	\$632,722	12	0	\$16,254	36	10	12
TOTAL	282	\$1,826,485	220	0	\$850,225	62	154	200

- Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2012-13 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2013-14 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects \$ X 1000	No. Projects Pending Bid Opening/Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2013	58	\$321,690	4	0	\$8,200	54	3	3
TOTAL	58	\$321,690	4	0	\$8,200	54	3	3

- Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2013-14 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

FY 2012-13 Project Allocation Status

Dist	PPNO	EA	Co	Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04	0066	1G560	ALA	880	Upgrade median barrier.	22-Aug-12	30-Nov-13	\$1,174	Project will be re-advertised due to a conflict with a nearby project. A time extension for this project was approved on 3/5/13.
07	0309S	1170U	LA	10	Construct HOV lanes, widen bridges, and realign ramps.	27-Sep-12	31-Dec-13	\$8,260	Project to be combined with EA 1170U. A time extension for this project was approved on 5/4/13.
07	0309n	1170U	LA	10	Construct HOV lanes, widen bridges, and realign ramps.	6-Dec-12	31-Dec-13	\$34,200	Project to be combined with EA 11172. A time extension for this project was approved on 6/11/13.
08	0176f	0G840	Sbd	15	Upgrade Existing Roadside Rest Area	8-Jan-13	31-Jan-14	\$11,273	Project will be re-scoped and re-advertised. A time extension for this project was approved on 8/6/13.
10	0196	0S950	MER	99	PAINT BRIDGE AND SLOPE PAVING	5-Mar-13	30-Sep-13	\$900	Bids opened 8/21/13. Project to be re-advertised due to bidders qualifications. Concurrent time extension is being requested.
08	0238L	0K310	SBD	95	Realign roadway with HMA over aggregate base.	16-Apr-13	31-Oct-13	\$2,752	Bids opened 7/11/13. Delay to award due to bidder's qualifications. Concurrent time extension is being requested.
12	3107	0L970	ORA	39	Modify signal and lighting at various locations.	25-Apr-13	31-Oct-13	\$887	Bids opened 9/5/13. Pending award.
07	4507	4T560	LA	107	Upgrade traffic signals and curb ramps.	6-May-13	30-Nov-13	\$310	Bids opened 6/27/13. Pending award.
01	4575	0C360	MEN	101	Install High Friction Surface Treatment	7-May-13	30-Nov-13	\$919	Bids opened 8/27/13. Pending award.
01	7010	0C510	Hum	101	Place High Friction Surface Treatment	7-May-13	30-Nov-13	\$410	Bids opened 8/27/13. Pending award.
01	0125X	26202	MEN	101	Mitigation planting, erosion control, earthwork and install fence	7-May-13	30-Nov-13	\$26,290	Project advertised on 7/15/13. Bid opening date 10/22/13.
03	6911	4E480	SAC	99	Install native plants at various locations.	7-May-13	30-Nov-13	\$1,037	Administered by CCC. Project will be awarded prior to deadline.
04	0384G	2A110	NAP	121	Bridge removal, bridge replacement and roadway widening.	7-May-13	30-Nov-13	\$3,484	Bids opened 7/24/13. Pending award.
04	0107F	4A260	ALA	580	Install and upgrade MBGR	7-May-13	30-Nov-13	\$507	Project advertised on 8/12/13. Bid opening date 9/17/13.
04	0753M	4S160	SON	1	Replace retaining wall and highway planting	7-May-13	30-Nov-13	\$503	Bids opened 7/30/13. Pending award.
07	3981	26590	LA	101	Replace bridge railing.	7-May-13	30-Nov-13	\$565	Bids opened 7/11/13. Pending award.
07	4211	27830	LA	405	Rehabilitate bridge.	7-May-13	30-Nov-13	\$3,396	Bids opened 9/5/13. Pending award.
08	0179B	36850	SBD	15	Construct Commercial Vehicle Enforcement Facility	7-May-13	30-Nov-13	\$36,797	Bids opened 7/25/13. Pending award.
10	0269	0T040	AMA	104	Upgrade railroad crossing warning devices to meet current California standards.	7-May-13	30-Nov-13	\$433	Project is administered through DPAC. Will be award prior to deadline.

Dist	PPNO	EA	Co	Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
10	0295	0U610	SJ	12	Bridge deck replacement, and replace joint seals.	7-May-13	30-Nov-13	\$2,587	Bids opened 8/13/13. Pending award.
11	0129D	0223U	SD	5	Replace and widen bridge, reconstruct ramps and intersection.	7-May-13	30-Nov-13	\$8,423	Bids opened on 9/12/13. Pending award.
11	0129D	0223U	SD	5	Replace and widen bridge, reconstruct ramps and intersection.	7-May-13	30-Nov-13	\$8,000	
11	0999A	05632	SD	11	Construct freeway connection to Route 905.	7-May-13	30-Nov-13	\$79,700	Bids opened 9/5/13. Pending award.
11	0972	07670	IMP	86	Construct maintenance facility.	7-May-13	30-Nov-13	\$9,773	Project will be re-scoped and re-advertised due to high bids received. Concurrent time extension is being requested.
11	0729	28770	SD	0	Repair Maintenance Laboratory Building.	7-May-13	30-Nov-13	\$2,969	Project advertised on 7/22/13. Bid opening date 9/26/13.
11	1024	40140	SD	Var	Replace MBGR with Concrete Barrier and upgrade Crash Cushions.	7-May-13	30-Nov-13	\$8,419	Bids opened 8/29/13. Pending award.
12	3097A	0L380	ORA	39	Curb Ramp and Sidewalk Improvements.	7-May-13	30-Nov-13	\$2,242	Bids opened 6/27/13. Pending award.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.2b.
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-06-08**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2010-11, FY 2011-12 and FY 2012-13.

In FY 2010-11, the California Transportation Commission (Commission) allocated \$94,213,000 to construct 71 locally-administered STIP projects. As of September 3, 2013, 67 projects totaling \$93,205,000 have been awarded. Four projects (PPNO 01-4097P, 12-2135M, 06-D022 and 06-6567) have lapsed. All projects have been reported.

In FY 2011-12, the Commission allocated \$105,182,000 to construct 77 locally-administered STIP projects. As of September 3, 2013, 73 projects totaling \$103,020,000 have been awarded. Three projects have been approved for a time extensions. One project (PPNO 06-B002P) has lapsed.

In FY 2012-13, the Commission allocated \$62,976,000 to construct 66 locally-administered STIP projects. As of September 3, 2013, 22 projects totaling \$17,095,000 have been awarded. One project has been approved for a time extension and concurrent time extensions are being requested for three projects.

In FY 2013-14, the Commission allocated \$14,111,000 to construct eight locally-administered STIP projects. As of September 3, 2013, none of these projects have been awarded.

BACKGROUND:

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2010-11 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2010	19	\$57,002	18	1	0	2	10
August 2010	0	\$0	0	0	0	0	0
September 2010	2	\$795	2	0	0	0	2
November 2010	3	\$3,284	3	0	0	0	2
January 2011	3	\$7,878	3	0	0	1	0
March 2011	11	\$4,960	10	1	0	1	7
May 2011	8	\$4,994	8	0	0	3	5
June 2011	25	\$15,300	23	2	0	1	16
TOTAL	71	\$94,213	67	4	0	8	42

FY 2011-12 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2011	5	\$19,418	5	0	0	0	3
September 2011	2	\$1,007	2	0	0	0	2
October 2011	1	\$501	1	0	0	0	1
December 2011	7	\$4,666	6	1	0	0	5
January 2012	7	\$5,089	7	0	0	1	4
February 2012	7	\$13,614	7	0	0	2	4
March 2012	3	\$2,633	3	0	0	0	1
April 2012	8	\$4,644	7	0	1	2	1
May 2012	7	\$6,191	7	0	0	2	2
June 2012	30	\$47,419	28	0	2	4	11
TOTAL	77	\$105,182	73	1	3	11	34

FY 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2012	9	\$6,577	9	0	0	4	3
September 2012	3	\$3,198	3	0	0	0	2
October 2012	3	\$4,085	3	0	0	0	3
December 2012	4	\$878	4	0	0	2	0
January 2013	0	\$0	0	0	0	0	0
March 2013	6	\$4,654	3	0	3	2	1
May 2013	11	\$9,789	0	0	11	0	0
June 2013	30	\$33,795	0	0	30	0	0
Total	66	\$62,976	22	0	44	8	9

FY 2013-14 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
Aug 2013	8	\$14,111	0	0	0	0	0
Total	8	\$14,111	0	0	0	0	0

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Mill Valley	Sycamore Avenue Improvement project	04-2127R	26-Apr-12	31-Oct-13 ⁽¹⁾	\$282,000	The project will be awarded by the extended deadline.
City of Culver City	Pedestrian Improvement for Intersections with Bus.	07-4090	28-Jun-12	30-Sep-13 ⁽²⁾	\$634,000	The project will be awarded by the extended deadline.
San Diego Association of Governments	Bayshore Bikeway Segments 4 & 5	11-7421S	28-Jun-12	31-Aug-14 ⁽²⁾	\$995,000	The project will be awarded by the extended deadline.
City of Concord	Monument Corridor Pedestrian and Bikeway Network Project	04-2119A	5-Mar-13	31-Nov-13 ⁽³⁾	\$944,000	The project will be awarded by the extended deadline.
City of Yuba City	Butte House Road and Pease Road Class II Bicycle Lane Improvement project	03-8126	5-Mar-13	30-Sep-13	\$625,000	The project will be awarded by the deadline
City of Lancaster	Downtown Lancaster Gateway & Roundabout	07-4318	5-Mar-13	30-Sep-13	\$728,000	The project will be awarded by the deadline
City of Dunsmier	Tauhindauli River Park	02-2478	7-May-13	30-Nov-13	\$130,000	The project will be awarded by the deadline
Colusa County	Old Highway 99W Rehabilitation	03-3186	7-May-13	30-Nov-13	\$2,990,000	The project will be awarded by the deadline
City of Gridley	Hazel Street Rehabilitation Project	03-2431	7-May-13	30-Nov-13	\$452,000	The project will be awarded by the deadline
San Francisco Municipal Transportation Agency	San Francisco Pedestrian Safety and Encouragement Campaign	04-9098L	7-May-13	30-Nov-13	\$851,000	The project will be awarded by the deadline
City of Santa Cruz	Broadway-Brommer Street Bike and Pedestrian Path	05-1822	7-May-13	30-Nov-13	\$2,430,000	The project will be awarded by the deadline
City of Fresno	Sugar Pine Trail Improvement	06-B002M	7-May-13	30-Nov-13	\$115,000	The project will be awarded by the deadline
City of Kingsburg	Railroad Depot Restoration	06-B002Q	7-May-13	30-Nov-13	\$1,107,000	A concurrent 6 month time extension is being requested
City of Dinuba	Downtown Plaza Streetscape Alta Heritage Square	06-6537	7-May-13	30-Nov-13	\$100,000	A concurrent 3 month time extension is being requested
City of Visalia	Packwood Creek Waterway Trail	06-6563	7-May-13	30-Nov-13	\$118,000	The project will be awarded by the deadline
Calaveras County	Arnold Rim Trail Cedar Center Bikeway Connection	10-0016D	7-May-13	30-Nov-13	\$272,000	The project will be awarded by the deadline
SANDAG	Sweetwater Bikeway - Plaza Bonita Segment	11-7421X	7-May-13	30-Nov-13	\$1,224,000	A concurrent 12 month time extension is being requested
Humboldt County	Railroad Crossings at County Roads Rehabilitation	01-2100	12-Jun-13	31-Dec-13	\$93,000	The project will be awarded by the deadline
City of Eureka	Sidewalk Construction and Relocation	01-2290	12-Jun-13	31-Dec-13	\$137,000	The project will be awarded by the deadline
City of Ferndale	Pedestrian Improvement Project Phase II	01-0302H	12-Jun-13	31-Dec-13	\$232,000	The project will be awarded by the deadline
Lake County	Countywide Rehabilitation	01-3068	12-Jun-13	31-Dec-13	\$2,680,000	The project will be awarded by the deadline
Butte County	Chico Bike Map Update	03-2432	12-Jun-13	31-Dec-13	\$32,000	The project will be awarded by the deadline
Sacramento County	Old Town Florin Streetscape Improvement Project	03-3190	12-Jun-13	31-Dec-13	\$2,346,000	The project will be awarded by the deadline
City of Citrus Heights	Auburn Boulevard Complete Streets Revitalization	03-5989	12-Jun-13	31-Dec-13	\$2,000,000	The project will be awarded by the deadline
City of Folsom	Folsom Lake Class I Bikeway	03-6575	12-Jun-13	31-Dec-13	\$690,000	The project will be awarded by the deadline
Sacramento County	Countywide Bicycle Lane Gap Closure and Signal Detection	03-6578	12-Jun-13	31-Dec-13	\$1,144,000	The project will be awarded by the deadline
Sacramento County	Franklin Boulevard Improvements	03-6580	12-Jun-13	31-Dec-13	\$2,515,000	The project will be awarded by the deadline
City of Marina	Imjin Parkway Class II Bike Lane	05-2297	12-Jun-13	31-Dec-13	\$2,000,000	The project will be awarded by the deadline

CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2b.
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City of Santa Cruz	Soquel Avenue/Park Way Intersection Improvements	05-2364	12-Jun-13	31-Dec-13	\$450,000	The project will be awarded by the deadline
City of Clovis	Enterprise Canal Trail	06-B002B	12-Jun-13	31-Dec-13	\$216,000	The project will be awarded by the deadline
Kern County	Ahser Avenue Pedestrian Improvements	06-6557	12-Jun-13	31-Dec-13	\$221,000	The project will be awarded by the deadline
City of Visalia	Packwood Creek Waterway Trail	06-6564	12-Jun-13	31-Dec-13	\$250,000	The project will be awarded by the deadline
City of Ventura	California Street Enhancement	07-3565M	12-Jun-13	31-Dec-13	\$920,000	The project will be awarded by the deadline
City of Camarillo	Landscaping Enhancement	07-3565N	12-Jun-13	31-Dec-13	\$1,150,000	The project will be awarded by the deadline
City of Los Angeles	Manchester Avenue Bike Lanes & Island Reduction	07-4086	12-Jun-13	31-Dec-13	\$1,666,000	The project will be awarded by the deadline
City of Los Angeles	East Hollywood Vermont Medians	07-4317	12-Jun-13	31-Dec-13	\$669,000	The project will be awarded by the deadline
City of Santa Monica	Santa Monica Bike Share Program	07-4544	12-Jun-13	31-Dec-13	\$1,543,000	The project will be awarded by the deadline
City of Rialto	Pacific Electric Inland Empire Trail	08-1111L	12-Jun-13	31-Dec-13	\$2,000,000	The project will be awarded by the deadline
City of Highland	Greenspot Road Historic Bridge Restoration	08-1111M	12-Jun-13	31-Dec-13	\$670,000	The project will be awarded by the deadline
San Bernardino Associated Governments	San Bernardino Passenger Rail and Transit Center	08-1111N	12-Jun-13	31-Dec-13	\$992,000	The project will be awarded by the deadline
Town of Mammoth	Canyon Boulevard Street Improvements	09-2546	12-Jun-13	31-Dec-13	\$3,650,000	The project will be awarded by the deadline
City of Bishop	Warren Street Improvements	09-2588	12-Jun-13	31-Dec-13	\$144,000	The project will be awarded by the deadline
City of Manteca	Louise Avenue Enhancements	10-0018C	12-Jun-13	31-Dec-13	\$940,000	The project will be awarded by the deadline
City of Lodi	Sacramento Street Enhancements	10-0018D	12-Jun-13	31-Dec-13	\$835,000	The project will be awarded by the deadline
City of Stockton	Weber Avenue Beautification Phase II	10-0018E	12-Jun-13	31-Dec-13	\$2,610,000	The project will be awarded by the deadline
City of Costa Mesa	Harbor Boulevard Beautification	12-2136E	12-Jun-13	31-Dec-13	\$500,000	The project will be awarded by the deadline
City of Costa Mesa	East 17th Street Streetscape Improvements	12-2136F	12-Jun-13	31-Dec-13	\$500,000	The project will be awarded by the deadline
Grand Total					\$49,751,000	

- (1) This extended deadline was approved in Oct 2012 (Waiver-12-64)
(2) This extended deadline was approved in Dec 2012 (Waiver-12-68)
(3) This extended deadline was approved in August 2013 (Waiver-13-34)

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 3.4
Information

From: ANDRE BOUTROS
Executive Director

Subject: **REPORT ON LOCAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS
ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION, PER SB 184**

SUMMARY:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a regional or local agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report includes a list of the STIP projects for which an SB 184 letter (and a copy of the allocation request) was submitted.

As reported at the August 2013 meeting, SB 184 notification letters were received for 31 local STIP projects. Since then, three additional notifications were received, one for the Golden Gate Bridge's Median Barrier project and two PPM projects, one for Merced County and the other for Tuolumne County. The additional projects and corresponding SB 184 Notification effective dates are highlighted in the attachment.

BACKGROUND:

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request along with the SB 184 notification letter to the Executive Director of the Commission. The original allocation request should be submitted to Caltrans at the same time.

Expenditures are eligible from the date the Commission receives the notification letter.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission.

The statute does not require that the Commission approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment

SB 184 Notifications for FY 2013-14 Local STIP Projects

Includes SB 184 Letters Received Through September 24, 2013.

	County	Agency	Rte	PPNO	Project	Date Letter Effective	Meeting		FY 13-14	Project Totals by Component			
							Del.	Voted		R/W	Const	E & P	PS&E
1	Alameda / SF	GGBHTD	loc	2014U	Golden Gate Bridge Median Barrier	09-Aug-13	Oct-13		\$ 20,000	0	20,000	0	0
2	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 118	0	118	0	0
3	Alameda	ACTC		2179	Planning, programming, and monitoring	01-Jul-13	Jun-13	Aug-13	\$ 750	0	750	0	0
4	Butte	BCAG		0L16	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 148	0	148	0	0
5	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 77	0	77	0	0
6	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 430	0	430	0	0
7	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-13	Aug-13		\$ 34	0	34	0	0
8	El Dorado	EDCTC		0L14	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 140	0	140	0	0
9	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 150	0	150	0	0
10	Inyo	Inyo County	loc	2599	West Bishop resurfacing	01-Jul-13	Aug-13	Aug-13	\$ 122	0	0	0	122
11	Lake	Lake CCAPC		3002P	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 64	0	64	0	0
12	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 22	0	22	0	0
13	Marin	TA Marin		2127C	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 200	0	200	0	0
14	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 140	0	140	0	0
15	Merced	MCAG		5960	Planning, programming, and monitoring	12-Aug-13	Oct-13		\$ 244	0	244	0	0
16	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 13	0	13	0	0
17	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 81	0	81	0	0
18	Placer TPA	Placer TPA		0L11	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 142	0	142	0	0
19	Sacramento	SACOG		0L30	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 609	0	609	0	0
20	San Bernardino	SANBAG		9811	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 1,200	0	1,200	0	0
21	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-13	Aug-13	Aug-13	\$ 854	0	854	0	0
22	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 60	0	60	0	0
23	San Francisco	SFCTA		2007	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 491	0	491	0	0
24	San Luis Obispo	SLOCOG		942	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 275	0	275	0	0
25	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 62	0	62	0	0
26	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 138	0	138	0	0
27	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 696	0	696	0	0
28	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 36	0	36	0	0
29	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 43	0	43	0	0
30	Sonoma	SCTA		770E	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 373	0	373	0	0
31	Sutter	SACOG		1L53	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 56	0	56	0	0
32	Tuolumne	TCTC		0452	Planning, programming, and monitoring	14-Aug-13	Oct-13		\$ 60	0	60	0	0
33	Yolo	SACOG		0L37	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 119	0	119	0	0
34	Yuba	SACOG		0L41	Planning, programming, and monitoring	01-Jul-13	Jun-13	Jun-13	\$ 43	0	43	0	0
Total (eligible on July 1, 2013, or if received later, from Effective Date of Letter)									\$27,990	0	27,868	0	122

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.5
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: James Davis
Division Chief
Project Management

Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINAL CLOSE-OUT REPORT ON FY 2012-13 SHOPP MINOR LUMP SUM ALLOCATION**

SUMMARY:

In Fiscal Year (FY) 2012-13, the California Transportation Commission (Commission) approved the State Highway Operations and Protection Program (SHOPP) Minor Program target allocation of \$58,197,000 for capital outlay (CO) and \$41,803,000 for capital outlay support (COS), for a total of \$100,000,000. For the FY 2012-13 end-of-the-year report, the total CO amount awarded was \$53,364,351 (91.7 percent) and the total COS amount expended was \$65,325,933 (156.3 percent), for a total of \$118,690,284. In summary, 118.7 percent of the SHOPP Minor Program target allocation funds were awarded or expended. The \$18,690,284 in overrun in FY 2012-13 will be offset by a corresponding reduction in FY 2013-14 Minor Program allocation.

BACKGROUND:

On July 14, 2005, the Commission approved Resolution G-05-05, delegating to the California Department of Transportation (Department) authority to sub-allocate funds, advertise, and award Minor A projects included on the annual Minor Program project list approved by the Commission each year.

The Department submitted allocation requests to the Commission for Minor A projects that were not included on the Commission approved Minor A project list.

For FY 2012-13, the Minor Program project list and CO allocation of \$58,197,000 consisting of \$37,258,000 in Minor A, \$19,265,000 in lump sum Minor B, and \$1,674,000 in lump sum Right of Way was approved by the Commission on June 23, 2011. The Department awarded contracts totaling \$27,618,000 for Minor A, including \$23,854,500 sub-allocated by the Department and \$3,763,500 allocated by the Commission for substitute projects. In addition, \$24,696,169 for Minor

B projects was awarded and \$1,050,182 was expended for Right of Way. The total amount awarded or expended for the Minor Program CO was \$53,364,351.

The SHOPP Minor program is an annual program in which projects must be awarded in the fiscal year programmed. Minor A projects have a construction capital limit of between \$270,000 and \$1,000,000 and Minor B projects have a construction capital limit of \$270,000 or less.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.6
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **FINAL CLOSE-OUT REPORT ON FISCAL YEAR 2012-13 RIGHT OF WAY
CAPITAL LUMP SUM ALLOCATION**

SUMMARY:

Per California Transportation Commission (Commission) Resolution G-01-09, the California Department of Transportation (Department) must present an annual report on the Right of Way (R/W) Capital Outlay Expenditure Program for the Commission to review and acceptance. For Fiscal Year (FY) 2012-13, the total amount allocated for R/W capital activities was \$227,040,000. By the end of the FY ending on June 30, 2013, the Department committed the entire amount.

BACKGROUND:

On June 28, 2012, the Commission passed Resolution FM-11-05 authorizing a lump sum allocation of \$227,040,000 for the FY 2012-13 R/W activities.

A final analysis of the actual right of way capital commitments based on the Department's official book closing statement compared to the total allocation for the FY 2012-13 is on the following page.

FY 2012-13 R/W CAPITAL OUTLAY ALLOCATION SUMMARY
(Expenditures through End of FY 12/13)
(Dollars x 1,000,000)

	Original Allocation FM-10-04	Adjustments	Adjusted Allocation	Expended
Capital Projects				
STIP	\$99.5		\$99.5	\$159.7
SHOPP	\$41.5		\$41.5	\$22.0
Specific Categories				
Post-Certification	\$64.7		\$64.7	\$32.0
Damage to Property (Inverse)	\$20.3		\$20.3	\$12.3
Project Development	\$1.0		\$1.0	\$1.0
Pre-Project Mitigation				
Total Right of Way	\$227.0		\$ 227.0	\$ 227.0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.13
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REPORT OF FINAL EXPENDITURES FOR STIP PROJECTS WITHOUT
STIP FUNDING FOR CONSTRUCTION CAPITAL**

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to report final support and Right of Way Capital expenditures for eight State Transportation Improvement Program (STIP) projects.

BACKGROUND:

Current STIP Guidelines (Resolution G-13-07), adopted by the California Transportation Commission (Commission) on August 6, 2013, stipulate that the Commission will maintain a long-term balance of county shares and interregional shares, as specified in Streets and Highways Code Section 188.11. Typically, share balance adjustments for final project development and right of way expenditures are reported to the Commission at the time of construction allocation. The eight projects on the attached list do not include programmed construction capital and hence will not be presented to the Commission for construction allocation. Final expenditure details for the eight projects are listed on the attached spreadsheet. The Department has notified the regional transportation planning agencies of this report.

Attachment

Report of Final Expenditures for STIP Projects
(\$ in 1,000)

Reference No. 3.13
October 8, 2013
Attachment

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W		Construction Support	
1	Men	1	4419										
Project Description					Final		Final		Final		Final		Final
Pacific Coast Bike Route - Phase 3				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				\$95	\$19	\$75	\$0	\$45	\$0	\$53	\$0	\$140	\$0
Comments				Delays in obtaining environmental clearance have put construction funding in jeopardy thus making the project no longer a priority for the district .									

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W		Construction Support	
2	VAR	VAR	3373										
Project Description					Final		Final		Final		Final		Final
Geoarchaeological Survey				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				\$285	\$265								
Comments				Project completed									

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W		Construction Support	
3	PLA	65	9726										
Project Description					Final		Final		Final		Final		Final
Highway 65 Corridor Master Plan				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				\$195	\$73								
Comments				Project completed									

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W		Construction Support	
3	VAR	20	2943										
Project Description					Final		Final		Final		Final		Final
Aesthetic Corridor Master Plan				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				\$300	\$266								
Comments				Project completed									

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W		Construction Support	
4	SM	280	2140G										
Project Description					Final		Final		Final		Final		Final
Interstate 280 Wildlife Connectivity				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				\$382	\$0								
Comments				The project is not needed now.									

Report of Final Expenditures for STIP Projects
(\$ in 1,000)

Reference No. 3.13
October 8, 2013
Attachment

Dist	Co	Rte	PPNO	PA&ED		PS&E		RW Support		RW		Construction Support	
6	Tul	99	6400										
Project Description					Final		Final		Final		Final		Final
Tulare to Goshen 6-Lane Freeway				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				IIP	\$4,300	\$4,251							
Comments				Project split into PPNOs 6400A, 6400C, and 6400D for design, right of way, and construction.									
8	SBD	10	0154D										
Project Description					Final		Final		Final		Final		Final
Tippecanoe Ave Interchange				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				IIP				\$2,500	\$3,000				
Comments				Right of Way and construction being delivered using local funds.									
11	SD	5	1007										
Project Description					Final		Final		Final		Final		Final
I-5 Aesthetic Corridor Master Plan				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditure
Program				IIP	\$216	\$0							
Comments				The project is no longer a district priority.									

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.7
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FY 2012-13 FOURTH QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2012-13 Fourth Quarter Finance Report.

Attachment



**Department of Transportation
Quarterly Finance Report**

**Fourth Quarter
2012-13**

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (CTC) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or CTC regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2012-13 Quarterly Finance Reports.

California Department of Transportation			
Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	Quarterly Report	Activity	Date
2012-13	2011-12 Q4	Close of Quarter	6/30/12
		Quarterly Report to Commission Staff	8/30/12
		Presented to Commission	9/26/12
	2012-13 Q1	Close of Quarter	9/30/12
		Quarterly Report to Commission Staff	11/15/12
		Presented to Commission	12/5/12
	2012-13 Q2	Close of Quarter	12/31/12
		Quarterly Report to Commission Staff	2/15/13
		Presented to Commission	3/5/13
	2012-13 Q3	Close of Quarter	3/31/13
		Quarterly Report to Commission Staff	5/15/13
		Presented to Commission	6/11/13
2013-14	2012-13 Q4	Close of Quarter	6/30/13
		Quarterly Report to Commission Staff	8/30/13
		Presented to Commission	10/8/13

Department of Transportation Quarterly Finance Report

Fourth Quarter 2012-13

EXECUTIVE SUMMARY

2012-13 Capital Allocations vs. Capacity Summary through June 30, 2013 (\$ in millions)					
	SHOPP ¹	STIP ^{1,3}	TCRP ⁴	BONDS	TOTAL
Total Allocation Capacity	\$1,672	\$620	\$83	\$2,825	\$5,200
Total Votes	1,181	666	93	1,907	3,847
Authorized Changes ²	-77	-30	0	0	-106
Total Remaining Capacity	\$567	-\$16	\$0	\$918	\$1,459

Note: Totals may not add due to rounding

¹Proposition 1B bond capacity included in total: \$47M (Proposition 1B SHOPP); \$35M (Proposition 1B STIP).

²Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

³STIP Federal Trust Funds were over-allocated. See STIP FTF section for details.

⁴TCRP funds were over-allocated. See TCRP section for details.

The California Transportation Commission (CTC) has allocated \$3.8 billion toward 907 projects through the fourth quarter of fiscal year 2012-13. Adjustments totaled negative \$106 million, leaving \$1.5 billion (approximately 28 percent) in remaining allocation capacity.

The large unallocated SHOPP balance was primarily the result of three contributing factors. The first factor was the de-allocation of \$206 million of SHOPP federal funds in favor of the Corridor Mobility Improvement Account (CMIA) for the Gerald Desmond Bridge and Devore Heights projects. Second, \$300 million in projects were no longer eligible for federal funds due the requirements of Title 23 United States Code, §313 – Buy America (Buy America). These projects are anticipated to be delivered by September 2013. Finally, some state funded projects scheduled to be delivered in the fourth quarter were postponed to August 2013.

The State Highway Account (SHA) and the Transportation Investment Fund (TIF) ended the fourth quarter within acceptable range of forecast. The Public Transportation Account (PTA) ended with a larger cash balance than forecasted due to expenditures posting to the account slower than anticipated and a delay in the fourth quarter State Transit Assistance (STA) transfer. The Traffic Congestion Relief Fund (TCRF) and the Transportation Deferred Investment Fund (TDIF) cash balances were higher than forecasted primarily because of lower than anticipated expenditures.

In April 2013, the State Treasurer's Office (STO) conducted its second spring general obligation bond sale. The sale yielded approximately \$679 million in Proposition 1B proceeds for the California Department of Transportation (Department). Proceeds will be used to fund projects as well as repay the SHA for a \$300 million advancement of American Recovery and Reinvestment Act of 2009 (ARRA) funds. Also, in April 2013, bond allocation capacity increased by \$23 million when Budget Revision (BR) 11 authorized an increase to the State-Local Partnership Program (SLPP).

The 2013-14 Budget Act, was signed by Governor Brown on June 27, 2013. The Budget authorizes \$12.8 billion in expenditures for the Department, which includes \$5 billion for Capital Outlay expenditures and \$3.2 billion for Local Assistance. The Budget also authorizes \$438.8 million for 2013-14 Proposition 1B projects. This appropriation will ensure that all programmed projects have authority to proceed to construction. Cash to fund new and ongoing projects will be made available on an “as needed” basis.

The Budget contains provisional language to suspend budget authority for Active Transportation Program (ATP) constituent sub-programs until the Secretary of Transportation convenes a stakeholder group and legislation is enacted to create a revised active transportation program. Sub-programs affected include the state and federal Safe Routes to School Programs, the Bicycle Transportation Account (BTA), the Environmental Enhancement and Mitigation Program (EEM), and the federal Transportation Alternatives Program.

The Budget also includes an increase of \$18.6 million in Amtrak operating costs in order to comply with the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA). PRIIA requires all short distance Amtrak corridor service to be 100% state-supported. This increase represents the additional funding to meet PRIIA compliance for the first three quarters of the federal fiscal year, beginning October 1, 2013.

Trailer Bill language was adopted to permanently continue the diversion of approximately \$67 million in SHA miscellaneous revenue, not subject to Article XIX of the State Constitution. The transfer will be used to offset General Fund (GF) debt service costs on specified general obligation transportation bonds.

In April 2013, President Obama released the 2014 Federal Budget, which included roughly \$77 billion for transportation-related projects, plus an additional \$50 billion for immediate transportation investments. In an effort to uphold budget commitments, Congress is searching for viable options to financially support the federal Highway Trust Fund (HTF); which supports highway and transit programs across the nation. Revenues for the HTF primarily stem from fuel taxes. Since fuel consumption is on the decline, it is projected that the HTF will be unable to meet all its obligations during 2013-14. Congress is looking for long-term solutions to fund transportation projects and prevent revenue shortfalls. Revenue shortfalls may impact the Department’s funding due to delays in federal reimbursement. As a result, the Department will monitor progress closely.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$225	\$191	\$2	\$193	\$32
FTF	1,400	951	-70	880	520
Proposition 1B	47	40	-8	31	15
Total	\$1,672	\$1,181	-\$77	\$1,104	\$567

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

The CTC has allocated more than \$1 billion toward 305 SHOPP projects through the fourth quarter of 2012-13. Adjustments totaled negative \$77 million, leaving \$567 million (approximately 34 percent) in remaining allocation capacity. The large amount of remaining capacity is primarily due to the postponement of SHA projects in the fourth quarter, the de-allocation of federal funds in favor of CMIA projects, and the change of funding of project funding (from federal to state) due to the requirements of Buy America. Details can be found in the Outlook for Funding and Allocations section, below.

Outlook for Funding & Allocations

SHA. The unallocated SHA balance was the result of the postponement of SHOPP projects scheduled to be delivered in the fourth quarter. These projects are now scheduled to be allocated in August 2013.

The Department continues to work with the State Controller's Office (SCO) and the Department of Finance (DOF) to monitor backfill amounts from excise taxes related to the Weight Fee Swap. As of June 2013, \$125 million in transfers from SCO have been made, satisfying the outstanding 2011-12 and 2012-13 balances stemming from the overpayments to LS&R during the distribution of price-based gas tax revenues for the Weight Fee Backfill. Because of timing differences between the Department's accounting system and the SCO's accounting system, approximately \$82 million is still owed to the SHA from the regular Weight Fee Backfill for 2012-13. The funds are anticipated in early 2013-14.

Federal Trust Fund (FTF). As stated previously, the large unallocated FTF balance was primarily due to two contributing factors. The first factor was the de-allocation of \$206 million of SHOPP funding in favor of the CMIA for the Gerald Desmond Bridge and Devore Heights projects. Second, \$300 million in projects were no longer eligible for federal funds due to Buy America requirements. These projects are anticipated to be delivered by September 2013.

Proposition 1B. As anticipated, approximately \$15 million in Proposition 1B authority remained unused at the end of the fourth quarter. Of this amount, \$7 million will revert and become available for future appropriations. The remaining amount will be added to 2013-14 allocation capacity. The 2013-14 Budget authorized \$78 million in new Proposition 1B SHOPP appropriations.

Refer to Appendix A for the 2013-14 Allocation Capacity.

Recommendations

The Department prepared the final 2013-14 allocation capacity for the SHOPP based on long-range cash forecasts and expected revenues. Refer to Appendix B for Forecast Methodology details.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$200	\$134	\$2	\$136	\$64
FTF*	300	448	-32	416	-116
PTA	85	68	0	68	17
Proposition 1B	35	16	0	16	20
Total	\$620	\$666	-\$30	\$637	-\$16

*The FTF STIP capacity was identified only for Transportation Enhancement projects; however, previously approved federally funded Right-of-Way costs continue to charge against the FTF. These charges are expected to taper off in the coming years.

Note: Totals may not add due to rounding.

Capital Allocations vs. Capacity

The CTC has allocated \$666 million toward 230 STIP projects through the fourth quarter of 2012-13. Adjustments totaled negative \$30 million. The FTF was over-allocated by \$116 million, leaving no remaining STIP allocation capacity.

Outlook for Funding & Allocations

SHA. The FTF over-allocation left no remaining STIP allocation capacity for SHA projects. However, the SHA cash balance was sufficient to cover all outstanding commitments during 2012-13.

FTF. At the June 2013 CTC Meeting, votes for STIP Transportation Enhancement advancements, large multi-funded projects (such as Doyle Drive), and SLPP projects contributed to the allocation capacity overrun. The remaining balance in SHOPP FTF was used to offset a portion of overrun.

PTA. The PTA will loan \$26 million to the High Speed Rail Authority in 2013-14. This loan will cause the PTA fund cash balance to be low, but the PTA should have enough funds to cover commitments in 2013-14.

Proposition 1B. The Department is in the process of completing a project reconciliation and should have it complete during the first quarter of 2013-14.

TIF. TIF resources are projected to be sufficient to fund its obligations through 2013-14.

Refer to Appendix A for the 2013-14 Allocation Capacity.

Recommendations

The Department prepared the final 2013-14 allocation capacity for the STIP based on long-range cash forecasts and expected revenues. Refer to Appendix B for Forecast Methodology details.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
TCRF	\$83	\$93	\$0	\$93	\$0
Total	\$83	\$93	\$0	\$93	\$0

Capital Allocations vs. Capacity

The TCRP remained unchanged for the fourth quarter of 2012-13. \$93 million has been allocated toward twelve projects. The TCRF was over-allocated by \$10 million. The Department reduced the 2013-14 allocation capacity by \$10 million to offset the overage.

Outlook for Funding & Allocations

Approximately \$731 million in loan repayments are still outstanding from the GF (See Appendix D). The TCRP continues to receive \$83 million per year in repayment for \$249 million in outstanding Proposition 42 loans. The 2011-12 Budget indicated that Tribal Gaming repayments (Pre-Proposition 42) would begin no earlier than 2016-17; however, there is no statutory repayment schedule.

Refer to Appendix A for the 2013-14 Allocation Capacity.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds (\$ in millions)			
Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$819	\$459	\$361
CMIA	324	190	133
TCIF	794	655	140
Intercity Rail	172	27	146
State-Local Partnership	526	521	5
Local Bridge Seismic	23	4	19
Grade Separations	43	15	27
Traffic Light Synch.	50	7	43
Route 99	73	29	44
Total	\$2,825	\$1,907	\$918

Note: Totals may not add due to rounding.

Capital Allocations vs. Capacity

The CTC has allocated almost \$2 billion toward 360 Proposition 1A and 1B projects through the fourth quarter of 2012-13. No adjustments have been made, leaving \$918 million (approximately 68 percent) in remaining allocation capacity. Of the remaining capacity, approximately \$546 million will be carried forward for use in 2013-14.

Outlook for Funding & Allocations

Bond Funding. In April 2013, the STO conducted its second spring general obligation bond sale. The sale yielded approximately \$679 million in Proposition 1B proceeds for the Department, and \$252 million for local transit projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account Program. Of the amount received by the Department, \$379 million was applied toward Proposition 1B projects. The remaining \$300 million was set aside for repayment to the SHA for the advancement of ARRA funds that were used to fund six Proposition 1B projects, pursuant to Assembly Bill (AB) X3 20 (2009). The \$300 million repayment is expected to occur in 2013-14 and will be subsequently used by the Department and the Bay Area Toll Authority for the demolition of the east span of the San Francisco-Oakland Bay Bridge.

In April 2013, the Department's Proposition 1B Commercial paper (CP) authority was increased to a total of \$637 million. CP consists of short-term notes issued for the purpose of meeting short-term financial obligations, and is repaid from future general obligation bond sales. The Department used \$100 million of the CP authority in February 2013, leaving a balance of \$537 million for future use. \$200 million of the remaining CP authority will be utilized in July 2013.

In April 2013, the Department received \$204 million in bond proceeds to fund high-speed rail connectivity projects under Proposition 1A. The Department will monitor the progress of these projects and make recommendations to the CTC, as necessary.

Also, in April 2013, BR 11 authorized an allocation capacity increase to the SLPP in the amount of \$23 million, using past year savings. The new SLPP allocation capacity for 2012-13 was increased from \$503 million to \$526 million.

Refer to Appendix A for the 2013-14 Allocation Capacity.

Recommendations

Proposition 1A and 1B 2013-14 allocation capacities include savings from 2012-13.

APPENDICES

Appendix A Allocation Capacity and Assumptions

Appendix B Cash Forecasts

- Forecast Methodology**
- State Highway Account**
- Public Transportation Account**
- Traffic Congestion Relief Fund**
- Transportation Investment Fund**
- Transportation Deferred Investment Fund**

Appendix C Federal Emergency Projects

Appendix D Transportation Loans

- Status of Outstanding Transportation Loans, as of June 30, 2013**
- Interfund Transportation Loans**

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2013-14 Allocation Capacity By Fund and Program (\$ in millions)					
Fund	SHOPP	STIP	TCRP	Other Bonds	Total
SHA	\$250	\$250	\$0	\$0	\$500
FTF	1,750	350	0	0	2,100
PTA	0	40	0	0	40
TCRF	0	0	71	0	71
Prop 1A Bonds	0	0	0	360	360
Prop 1B Bonds	85	0	0	328	413
Total Capacity	\$2,085	\$640	\$71	\$688	\$3,484

Note: Totals may not add due to rounding.

The 2013-14 allocation capacity of \$3.5 billion includes Proposition 1A and Proposition 1B capacity.

This allocation capacity is based on:

- The PTA allocation capacity of \$40 million is based on a prudent cash balance of \$100 million.
- The SHOPP allocation capacity is based on the 2013-14 Budget Act revenue and expenditure estimates and the proposed 2014 STIP Fund Estimate federal receipts.
- The annual TCRF allocation capacity is based on a dollar-for-dollar ratio of actual revenues received for current year expenditures. The allocation capacity and specific project funding was established by the CTC, in consultation with the Department and local agencies. Allocation capacity for 2013-14 was reduced from \$81 million to \$71 million due to a \$10 million over-allocation in 2012-13.
- SHOPP and STIP bond capacity is based on the remaining bond authority, budget authority, and any administrative costs. Other Proposition 1B bond capacity is based on budget authority for those funds and is dependent on the sale of sufficient bonds for funding.
- Proposed Proposition 1A and 1B capacities are based on the enacted budget and includes 2012-13 savings.

APPENDIX B – CASH FORECASTS – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the CTC. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The 2013-14 cash forecasts and allocation capacities are based on the following assumptions:

- State Operations projections are based on historical trends and using the Planning Estimate with a two-percent increase each year.
- Includes the most current expenditure projections available for Right-of-Way SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected CTC allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the SCO. These adjustments include short-term loans made to the GF, short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts of approximately \$2.1 billion are based on the proposed 2014 STIP Fund Estimate.

SHA

- Beginning balance includes two payments to the Project Information System and Analysis in June 2014.
- Includes a \$38 million loan to the GF in 2013-14, per Vehicle Code (VC) 9400.4 (c).
- Repayment from Proposition 1B for a \$300 million advancement of ARRA funds.
- Repayment of \$50 million from the GF in 2013-14, coinciding with a \$50 million loan repayment to the TCRF in 2013-14.
- Repayment of \$100 million from the GF in 2014-15, coinciding with a \$100 million loan repayment to the TCRF in 2014-15.
- Repayment of \$85 million from the GF in 2014-15, coinciding with a \$85 million loan repayment to the PTA in 2014-15
- State Operations expenditures are based on historical trends.
- Weight fee and excise tax revenue projections provided by the DOF.
- Miscellaneous revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund.
- Transfer to the Toll Bridge Seismic Retrofit Program of \$300 million in 2013-14.
- Prudent cash balance of \$415 million.

PTA

- Includes revenue projections provided by the DOF.
- Includes a \$2 million loan repayment from TDIF in 2013-14.
- Includes \$26 million loan to the High-Speed Passenger Train Bond Fund in 2013-14.
- Prudent cash balance of \$100 million.

TCRF

- Annual suspended Proposition 42 transfer from the TDIF in the amount of \$81 million in 2013-14 instead of \$83 million due to a \$2 million transfer to PTA. Resume \$83 million transfer in 2014-15 and 2015-16.
- Reduced 2013-14 allocation capacity from \$81 million to \$71 million due to a \$10 million over-allocation in 2012-13.
- Future allocations are based on the projected net revenues received in 2013-14.
- No future tribal compact (Pre-Proposition 42) payments are expected to be received.

TIF

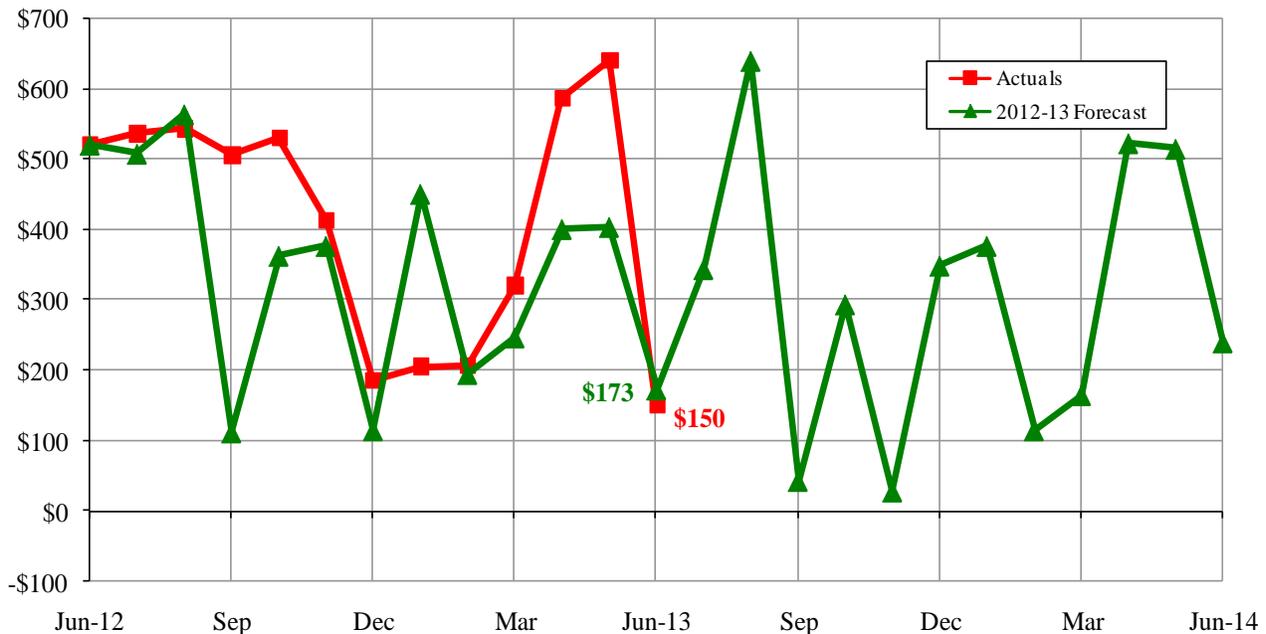
- The fund will not receive any new revenue.

TDIF

- Receipt of \$83 million in Proposition 42 repayments.
- Transfer of \$81 million to the TCRF.
- Transfer of \$2 million to the PTA.

APPENDIX B – CASH FORECASTS – STATE HIGHWAY ACCOUNT

**State Highway Account (SHA)
24-Month Cash Forecast
(\$ in millions)**



Year-to-Date SHA Summary

The SHA ending cash balance through the fourth quarter was \$150 million, \$23 million (13 percent) below the forecasted amount of \$173 million. Revenues totaled \$5 billion, \$70 million above forecast. Transfers totaled \$1 billion, \$22 million (2 percent) above forecast. Expenditures totaled \$4 billion, \$224 million (7 percent) above forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a positive \$153 million.

As of June 2013, \$125 million in transfers from SCO have been made, satisfying the outstanding 2011-12 and 2012-13 balances stemming from overpayments made to LS&R during the distribution of price-based gas tax revenues for the Weight Fee Backfill. Approximately \$82 million is still owed to the SHA from the regular Weight Fee Backfill for 2012-13. The funds are anticipated in early 2013-14. Pursuant to VC §9400.4, after all debt service costs for the year had been reimbursed, the remaining balance of \$310 million in weight fee revenues was transferred to the GF as a loan.

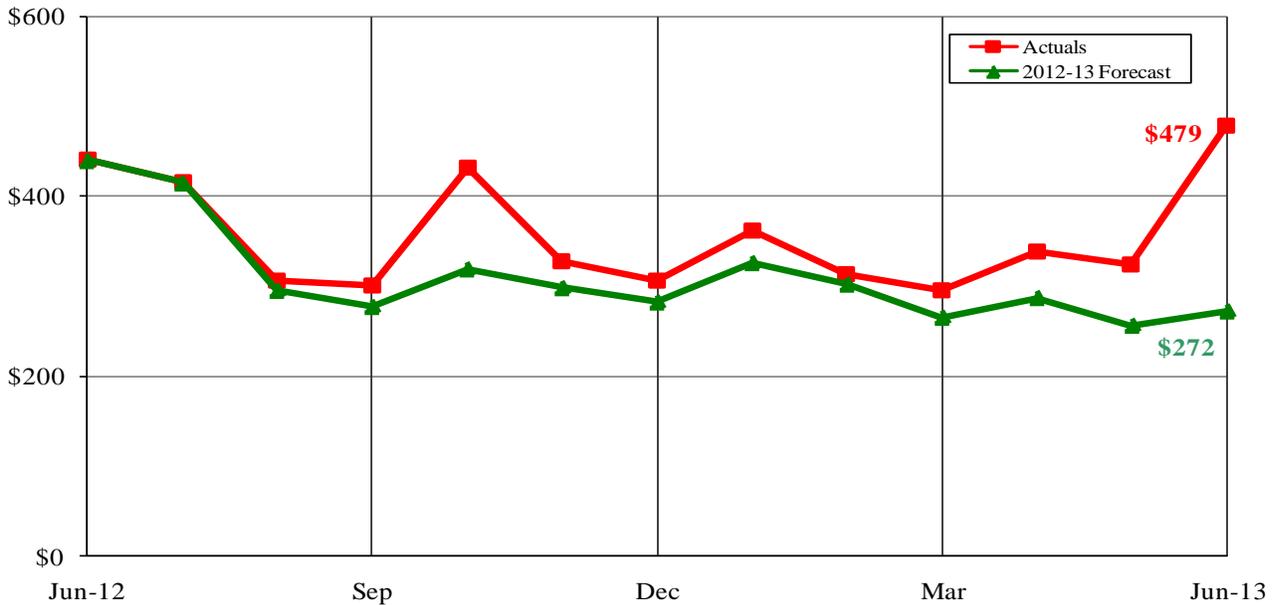
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$521	\$521	N/A	
Revenues	4,440	4,510	70	
Transfers	-1,378	-1,399	-22	
Expenditures	-3,409	-3,633	-224	
Adjustments	0	153	153	
Ending Cash Balance	\$173	\$150	-\$23	-13%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

**Public Transportation Account (PTA)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date PTA Summary

The PTA ending cash balance through the fourth quarter was \$479 million, \$207 million (76 percent) above the forecasted amount of \$272 million. The primary reasons for the high cash balance are expenditures posting to the account slower than anticipated and a delay in the forecasted \$120 million fourth quarter STA transfer, which is now scheduled to occur after the close of the quarter. Had the STA transfer occurred on time, the fund balance would have been \$359 million, which is much closer to forecast. Revenues and transfers totaled \$686 million, \$57 million below forecast. Expenditures totaled \$412 million, \$175 million below forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a negative \$235 million.

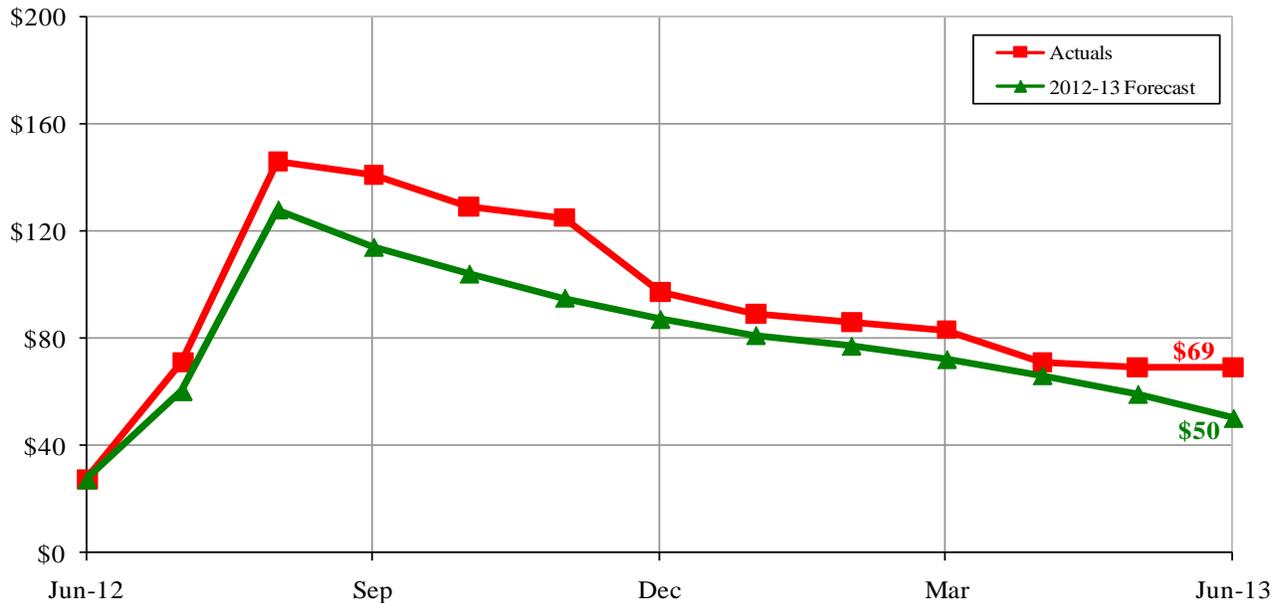
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$440	\$440	N/A	
Revenues	718	667	-51	
Transfers	25	19	-6	
Expenditures	-587	-412	175	
Adjustments	-324	-235	89	
Ending Cash Balance	\$272	\$479	\$207	76%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND

**Traffic Congestion Relief Fund (TCRF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TCRF Summary

The TCRF ending cash balance through the fourth quarter was \$69 million, \$19 million (38 percent) above the forecasted amount of \$50 million. Transfers totaled \$133 million, which included a \$50 million partial loan repayment from the SHA. Expenditures totaled \$134 million, \$24 million (22 percent) higher than forecast. This variance can be attributed to the processing of the remaining accrued expenditures from 2011-12 along with 2012-13 expenditures. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a positive \$43 million.

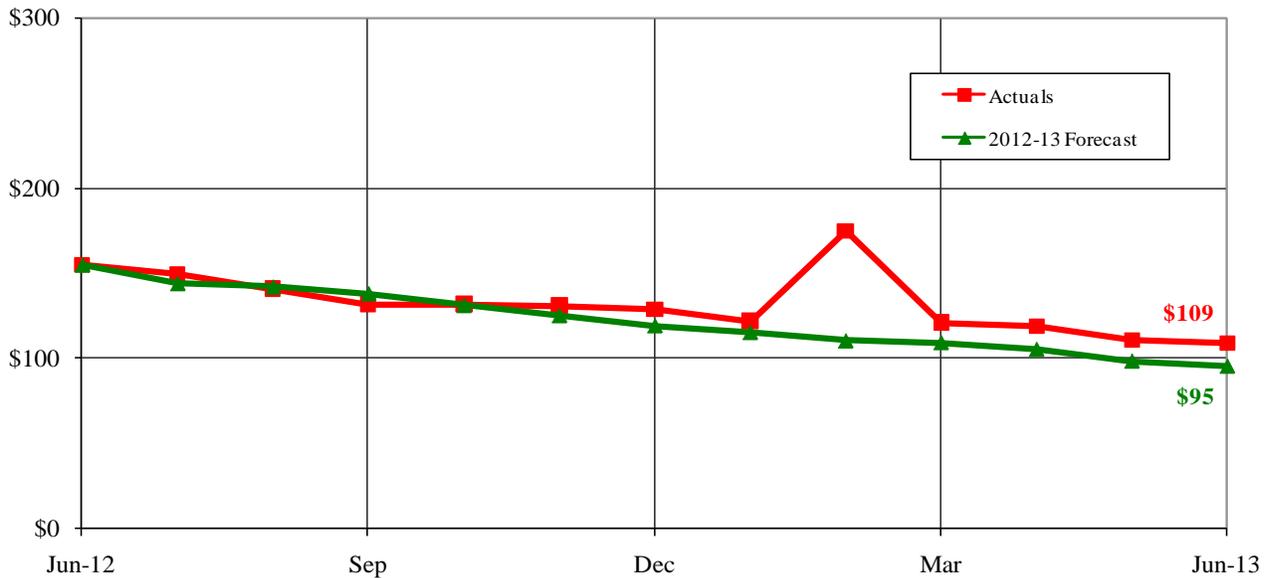
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$27	\$27	N/A	
Revenues	0	0	0	
Transfers	133	133	0	
Expenditures	-110	-134	-24	
Adjustments		43	43	
Ending Cash Balance	\$50	\$69	\$19	38%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – CASH FORECASTS – TRANSPORTATION INVESTMENT FUND

**Transportation Investment Fund (TIF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TIF Summary

The TIF ending cash balance through the fourth quarter was \$109 million, \$14 million (15 percent) above the forecasted amount of \$95 million. The TIF no longer receives revenue due to the passage of ABX8 6 and ABX8 9 of 2010, collectively known as the Fuel Tax Swap. Transfers totaled \$35 million and expenditures totaled \$39 million, \$21 million (35 percent) below forecast. This can be attributed to projects spending slower than anticipated. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a negative \$42 million.

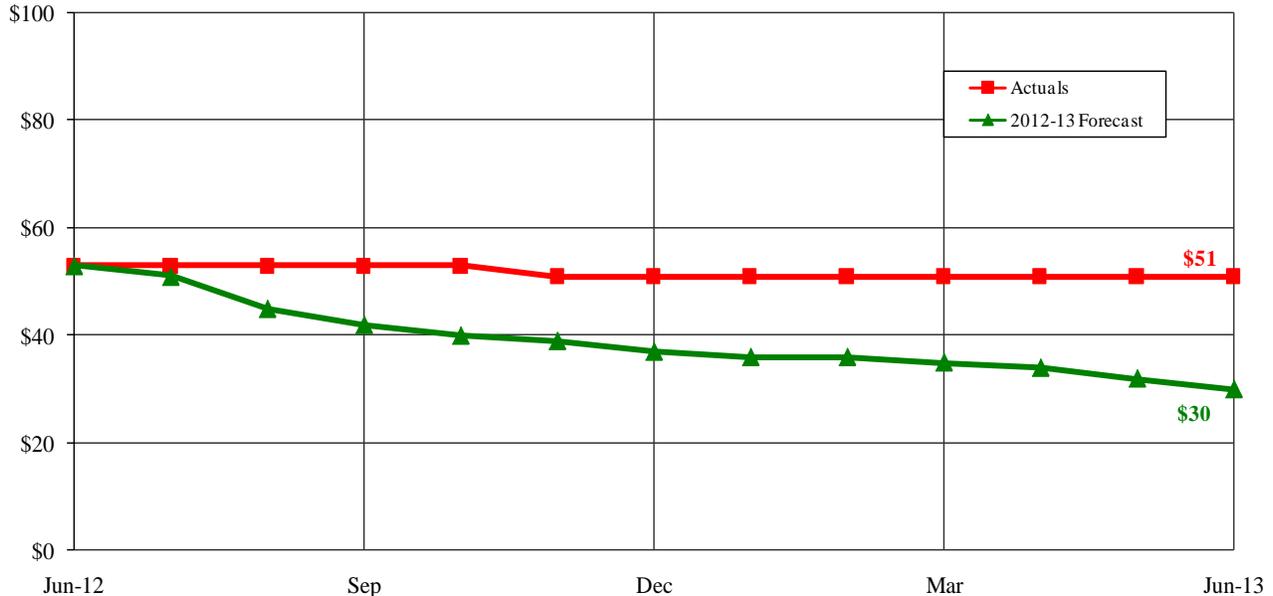
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$155	\$155	N/A	
Revenues	0	0	0	
Transfers	0	35	35	
Expenditures	-60	-39	21	
Adjustments		-42	-42	
Ending Cash Balance	\$95	\$109	\$14	15%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND

**Transportation Deferred Investment Fund (TDIF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TDIF Summary

The TDIF ending cash balance through the fourth quarter was \$51 million, \$21 million (70 percent) above the forecasted amount of \$30 million. Year-to-date transfers totaled negative \$83 million, which is attributable to an \$83 million revenue transfer to the TCRF. Expenditures totaled \$3 million, \$20 million (87 percent) below forecast. This can be attributed to projects spending slower than anticipated. The Department is currently analyzing expenditures and may revise the forecast methodology next fiscal year to ensure a more accurate projection. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a positive \$1 million. No future allocations will be made from the TDIF and STIP project expenditures are expected to end by 2014-15. Transfers to the TCRF will continue until the Proposition 42 loans are repaid in full.

Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$53	\$53	N/A	
Revenues	83	83	0	
Transfers	-83	-83	0	
Expenditures	-23	-3	20	
Adjustments		1	1	
Ending Cash Balance	\$30	\$51	\$21	70%

Note: Ending cash balance may differ due to rounding.

APPENDIX C – FEDERAL EMERGENCY PROJECTS

For the quarter ending June 30, 2013, there have been no new disaster declarations, nor has the Department received any new Emergency Relief allocations from the Federal Highway Administration (FHWA). The chart below represents disasters that have not been completely funded by the FHWA.

Disaster Repair Costs Approved Federal Funding and State/Local Impact (\$ millions)			
Disaster	Identified Cost of Disaster Repair		
	State	Local	Total
Devil's Slide CA83-1	\$631	\$0	\$631
Dec. 2004 Storm CA05-1	208	518	726
Dec. 2005 Storm CA06-1	282	54	336
So. California Wildfires CA08-3	21	11	32
California Wildfires CA08-6	8	0	8
So. California Wildfires CA09-1	7	0	7
So. California Wildfires CA09-2	16	7	23
Jan. 2010 Storm CA10-1	98	12	110
Humboldt Co. Earthquake CA10-2	1	2	3
Imperial Co. Earthquake CA10-3	1	2	3
Dec. 2010 Storm CA11-1	63	52	115
Modoc Co. Storm damage CA11-2	0	1	1
Mar. 2011 Storm CA11-3	308	15	323
LA Tanker Fire CA12-1	39	0	39
So. California Windstorm CA12-2	1	4	5
Mar. 2012 Storm CA12-3	31	0	31
San Mateo Co. Storm CA13-1	1	3	4
Total Damage Estimate	\$1,716	\$681	\$2,397
Amount Obligated To Date			\$1,910
Allocation Available for Future Project Costs			\$84
Remaining Need			\$403

Note: Totals may not add due to rounding.

Future federal emergency relief of this type can only be used to fund emergency projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for the emergency projects.

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of June 30, 2013 (\$ in millions)			
FUND	Original Loan	Loans / Interest Paid-to-Date	Remaining Balance
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA) ¹	\$473	\$341	\$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	\$1,230	\$351	\$879
Proposition 42:			
Public Transportation Account (PTA) ⁷	\$220	\$218	\$2
Transportation Investment Fund (TIF) ⁷	440	440	0
Transportation Congestion Relief Fund (TCRF) ²	1,066	817	249
Locals ⁵	440	440	0
Subtotal Proposition 42 Loans:	\$2,166	\$1,916	\$250
General Fund Loan:			
State Highway Account (SHA) ³	\$335	\$50	\$285
State Highway Account - Weight Fee Revenues ⁴	227	0	227
State Highway Account - Weight Fee Revenues ^{4a}	590	0	590
Highway User Tax Account (HUTA) ⁵	328	0	328
Public Transportation Account ⁶	29	0	29
Other transportation accounts	31	2	29
Subtotal General Fund Loan:	\$1,540	\$52	\$1,488
Totals:	\$4,936	\$2,319	\$2,617

Note: Numbers may not add due to rounding.

¹The remaining balance of \$132 million will be directed to debt service per AB 115 of 2010.

²The remaining amount due to TCRF under Proposition 42 suspension will be repaid in equal annual installments ending in FY 2015-16.

³The SHA is expected to be repaid \$50 million in FY 2013-14, \$100 million in 2014-15, \$85 million in 2014-15, \$50 million in 2015-16.

⁴The \$80 and \$147 million was authorized by Budget Act of 2010 and subsequently characterized as weight fees via AB 115.

^{4a}Post AB 115 weight fee transfers-Budget Act of 2011-\$43.7 million loan, \$139 million-excess weight fee loan to GF (11-12), \$24.7 million excess weight fee loan to GF from SHA (11-12), VC9400.4(b)(2) - \$42 million , \$30.3 million-excess weight fee loan to GF (11-12), \$310 million-excess weight fee loan to GF (12-13).

⁵The HUTA is expected to be repaid \$328 million in 2020-21.

⁶The PTA is expected to be repaid \$29 million in 2020-21.

⁷Includes interest payments \$8 million for PTA, \$16 million for TIF and Locals.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 loans occurred in 2001-02, when the state was faced with a growing budget deficit and transportation funds were utilized to help fill the budget shortfall. The Transportation Refinancing Plan, AB 438 (Chapter 113, Statutes of 2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a TCRF loan to the GF, and loans from the SHA and PTA to the TCRF.

In 2004-05, the Governor negotiated Tribal Gaming compacts to repay these loans through bonds, but legal challenges have prevented the bonds from being issued. In 2005-06, the DOF began using the compact revenues to make annual payments toward these loan balances, pursuant to Government Code §63048.65. However, the 2011-12 Budget indicated that Tribal Gaming repayments would restart no earlier than 2016-17, with the SHA as the first fund to be repaid. AB 115 (2010) declared that the SHA repayments are revenues derived from weight fees. As such, the June 30, 2021 scheduled repayment of the loans to the SHA will subsequently be transferred to the TDSF.

Proposition 42 Loans

The passage of Proposition 42 in 2002 made the transfer of gasoline sales tax to transportation permanent. However, as state budget shortfalls continued, Proposition 42 transfers were partially suspended in 2003-04 and completely suspended in 2004-05, creating the Proposition 42 loan balances. These loans were partially repaid in 2006-07 with a payment of \$1.4 billion, leaving approximately \$752 million due to the TCRF. Outstanding Proposition 42 loans, as of July 1, 2007, shall be repaid in annual installments with not less than one-tenth of the total amount of the remaining loan and is required to be repaid in full by June 30, 2016. An \$81 million transfer is anticipated in July 2013. As of June 2013, TCRF is due \$249 million.

General Fund Loans

The Budget Act of 2008 authorized \$231 million in loans to the GF from the SHA, the Bicycle Transportation Account, the Local Airport Loan Account, the Motor Vehicle Fuel Account, the Environmental Enhancement Mitigation Program Fund, the Historic Property Maintenance Fund (HPMF), and the Pedestrian Safety Account. These funds were transferred to the GF on November 14, 2008. The \$231 million authorized in loans were scheduled to be repaid by June 30, 2011, but the Budget Act of 2012 delayed the repayments. The SHA received a partial repayment of \$50 million after the close of the fourth quarter of 2011-12, and an additional \$50 million is scheduled to be repaid in 2013-14. The remaining \$100 million is scheduled to be repaid by 2014-15. A total of \$2 million has been repaid to the HPMF. Repayment of the remaining HPMF loan balance of \$1 million is due no later than June 30, 2014. The repayment of \$28 million to the various other transportation accounts is expected in 2016-17. The EEM and BTA are being considered for consolidation into the proposed ATP. The program would be administered from the SHA and, if enacted, loan repayments should be made directly to the SHA.

A \$135 million loan from the SHA to the GF was authorized in the Budget Act of 2009. The loan to the GF occurred on June 30, 2010. The authorized \$135 million loan was scheduled to be repaid by June 30, 2013, but the Budget Act of 2012 delayed the repayment to June 30, 2015. In 2011, the passage of AB 105 subsequently identified the \$135 million loan as revenue derived from weight fees.

The Budget Act of 2010 authorized a \$29 million loan from the PTA to the GF. This loan is scheduled to be repaid by June 30, 2021.

The outstanding Highway Users Tax Account (HUTA) loans totaling \$328 million were authorized by the Budget Act of 2010. These loans are required to be repaid by June 30, 2021, including interest calculated at the rate earned by the Pooled Money Investment Account at the time of the original transfer.

AB 115 authorized the postponement of repayment of \$804 million in loans from the GF to various transportation funds until June 30, 2021. Upon repayment, the SCO will immediately transfer these funds to the TDSF for transportation bond debt service.

In 2010, a \$404 million payment deferral from the SHA to the GF occurred. A partial re-payment of \$204 million was made in July 2012. The remaining \$200 million repayment was made in April 2013.

Weight Fees

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. In 2011, the passage of AB 105 created a “Weight Fee Swap” which allowed the state to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the GF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax was transferred to the SHA.

The Budget Act of 2010 authorized \$80 million and \$147 million in loans from the SHA to the GF. With the passage of AB 115, these loans were “grandfathered” into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

AB 115 also proposed an additional loan of \$43.7 million to the GF, which was authorized in the 2011 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of \$139 million, \$24.7 million and \$310 million. Pursuant to Section 9400.4(b)(2) of the Vehicle Code, an additional \$42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. The \$42 million shall be repaid no later June 30, 2021. In May 2013, \$30.3 million was transferred to the GF from remaining weight fees in 2011-12. In total, there are \$817 million in outstanding loans to the GF derived from weight fee revenues. As such, the June 30, 2021 scheduled repayment of the loans to the SHA will subsequently be transferred to the TDSF.

APPENDIX D – INTERFUND TRANSPORTATION LOANS

Interfund Transportation Loans (\$ in millions)						
Fiscal Year Borrowed	From Account	To Account	Description	Amount	Repaid	Remaining Balance
2008-09	TCRF	SHA	Backfill SHA transfer to the GF	\$200	\$50	\$150
2009-10	PTA	SHA	Backfill SHA transfer to the GF	135	0	135
Totals				\$335	\$50	\$285

A loan of \$200 million was transferred in 2008-09 to the SHA from the TCRF to backfill a \$200 million loan to the GF. A partial repayment of \$50 million was made to the TCRF in July 2012, leaving a balance of \$150 million. \$50 million is expected to be repaid in 2013-14 and the remaining \$100 million will be repaid in 2014-15.

A loan of \$135 million was transferred in 2009-10 to the SHA from the PTA to backfill a \$135 million loan to the GF. The \$135 million loan repayment to the PTA has been extended to June 2015.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: October 8, 2013

Reference No.: 3.8
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **FISCAL YEAR 2012-13 FOURTH QUARTER RAIL OPERATIONS REPORT**

SUMMARY:

This is the fourth quarter Rail Operations Report for Fiscal Year (FY) 2012-13, April through June 2013, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and financial results. These results are also compared to the same period for the prior year and to the performance goals. This data allows the performance of the routes to be easily compared. In addition, as this is the fourth quarter of the FY, full-year FY 2012-13 results are compared to those from FY 2011-12.

California provides financial and administrative support for Amtrak intercity rail passenger service on three corridors within the State: the *Pacific Surfliner Route* between San Diego, Los Angeles, and San Luis Obispo; the *Capitol Corridor* between San Jose, Oakland, and the Sacramento region; and the *San Joaquin Route* between Bakersfield and both Oakland and Sacramento. These routes are, respectively, the second, third, and fifth busiest routes in the entire national Amtrak system. The *Pacific Surfliner* and *San Joaquin* routes are administered by the California Department of Transportation (Department), while the *Capitol Corridor* is administered by a separate agency, the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the Department.

In accordance with the terms of the operating contract between Amtrak and the State, expenses from FY 2009-10 through FY 2012-13 have been calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in Amtrak's accounting system. This form of contract limits the State's exposure to uncertainty. Expenses are calculated in the same manner in the contract between the CCJPA and Amtrak.

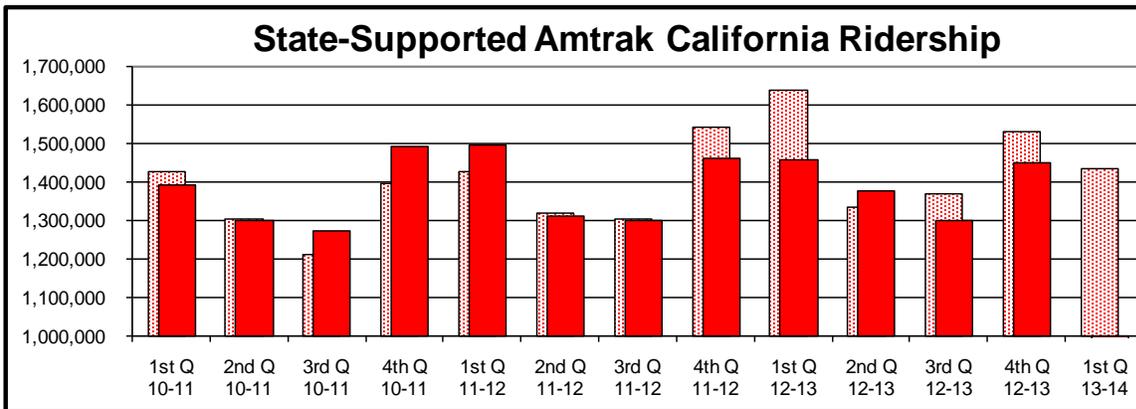
The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. Beginning in FY 2011-12, the actual results that are reported in the quarterly report include: actual revenue, fixed price expenses, and three expenses that are billed as actual expenses. These are fuel cost, railroad performance payments and host railroad access fees. The farebox ratio shown is a ratio of the actual revenue

to billed expenses, which include both fixed price and the three categories of actual expenses. This is not a traditional farebox ratio of actual revenues to actual expenses.

Fourth Quarter Results

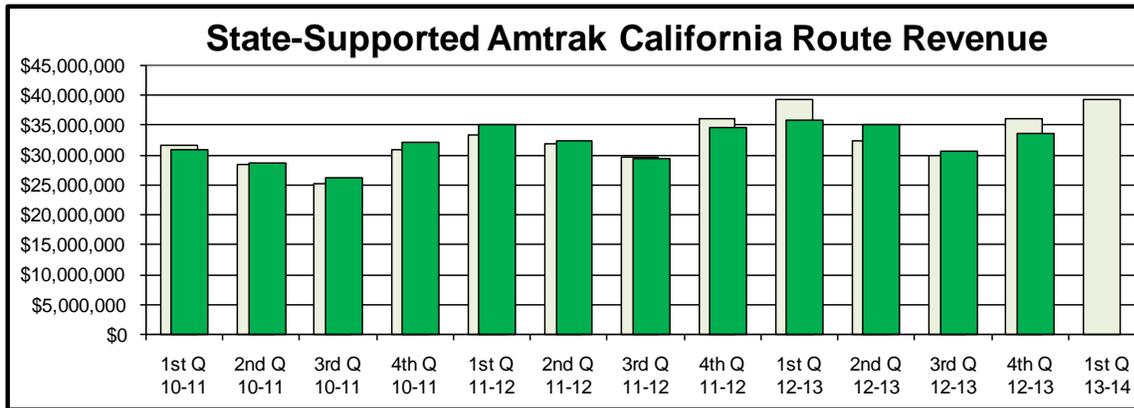
Fourth quarter results for the *San Joaquin Route* were notable, with ridership higher than the same quarter the previous year. The string of 29 record-setting months in ridership that began in November 2010 on the *San Joaquin Route* ended in April, but recorded record ridership for both May and June, resulting in a ridership increase for the quarter, the 15th consecutive quarter of increased ridership. And e-ticketing is now fully implemented providing more accurate ridership data.

Total ridership during the fourth quarter (April-June 2013) on the three routes was down slightly, 0.7 percent, from the comparable quarter in FY 2011-12. Ridership fell short of the combined performance goal by 5.1 percent. For the entire fiscal year (July 2012-June 2013) ridership was up 0.3 percent, but short of the performance goal by 4.8 percent.



Combined on-time performance (OTP) for the fourth quarter was 85.4 percent, a 2.4 percentage point decline over the same quarter in FY 2011-12, and 0.9 percentage points below the combined performance goal. OTP on the *Pacific Surfliner Route* and *Capitol Corridor* were an impressive 85.0 percent and 96.3 percent respectively. The *San Joaquin Route* suffered significant train delays, largely impacted by a large BNSF Railway tie replacement project that began in March, and lasted throughout the quarter. For the full fiscal year, combined OTP was 87.2 percent, a 1.1 percentage point increase from the prior year, and 0.9 percentage points above the combined performance goal.

Overall revenue in the fourth quarter declined 3.3 percent. Revenue was 7.4 percent below the goal. Expenses decreased 1.5 percent compared with the same quarter in the previous year, and were 6.0 percent under the performance goal. The result was that the combined farebox ratio declined 1.0 percentage points, and was 0.8 percentage points below the performance goal. For the full fiscal year, revenues were up 2.6 percent, expenses down 1.0 percent, and the combined farebox ratio increased 2.0 percent, exceeding the goal by 0.4 percentage points.



Note: Solid Bars reflect actual data; Shaded Bars reflect Business Plan Projection.

The following table provides further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the fourth quarter and the entire year, FY 2012-13.

State-Supported Amtrak California Services - 4th Quarter 2012-13							
All Routes							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 11-12	Actual to Goals	Percent Difference
Ridership	1,451,420	1,461,989	(10,569)	-0.7%	1,529,339	(77,919)	-5.1%
Revenue	\$ 33,506,133	\$ 34,667,416	\$ (1,161,283)	-3.3%	\$ 36,188,391	\$ (2,682,258)	-7.4%
Expense	\$ 62,378,082	\$ 63,348,658	\$ (970,576)	-1.5%	\$ 66,379,596	\$ (4,001,514)	-6.0%
Farebox Ratio	53.7%	54.7%	-1.0 PP		54.5%	-0.8 PP	
On-Time Performance	85.4%	87.8%	-2.4 PP		86.3%	-0.9 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2012-13							
All Routes							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	5,586,525	5,569,205	17,320	0.3%	5,869,772	(283,247)	-4.8%
Revenue	\$ 135,151,849	\$ 131,754,875	\$ 3,396,974	2.6%	\$ 137,963,782	\$ (2,811,933)	-2.0%
Expense	\$ 237,696,529	\$ 239,994,905	\$ (2,298,376)	-1.0%	\$ 244,414,120	\$ (6,717,591)	-2.7%
Farebox Ratio	56.9%	54.9%	2.0 PP		56.4%	0.4 PP	
On-Time Performance	87.2%	86.1%	1.1 PP		86.3%	0.9 PP	

PP - Percentage Points

Route-specific graphs and tables are contained in the following sections.

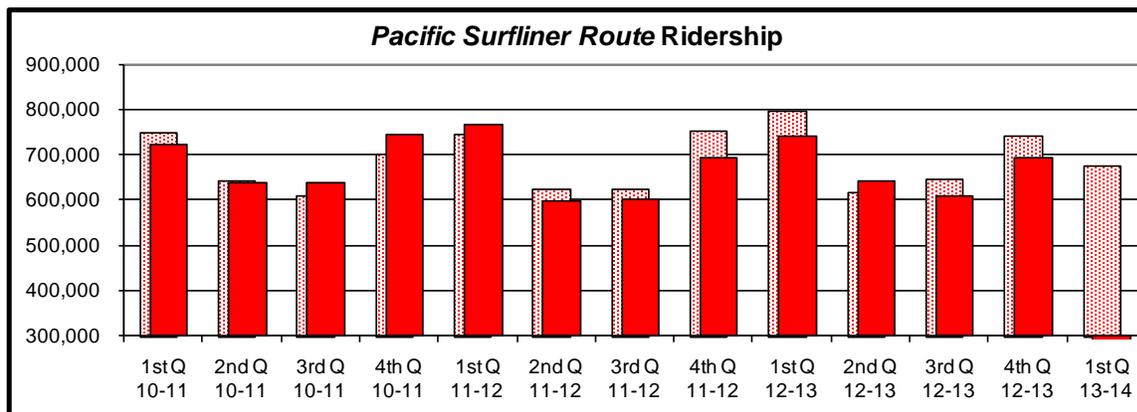
BACKGROUND:

Pacific Surfliner Route

There are currently 11 daily round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara); one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates in Los Angeles, turns around in San Luis Obispo and continues south to San Diego, bringing the total level of service north of Los Angeles to five daily round-trips.

Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance for the quarter.

Ridership on the *Pacific Surfliner Route* declined 0.4 percent in the fourth quarter compared to the same quarter in the prior year, and was short of the performance goal by 6.5 percent. For the full fiscal year, ridership increased 0.9 percent and was 3.8 percent short of the performance goal.

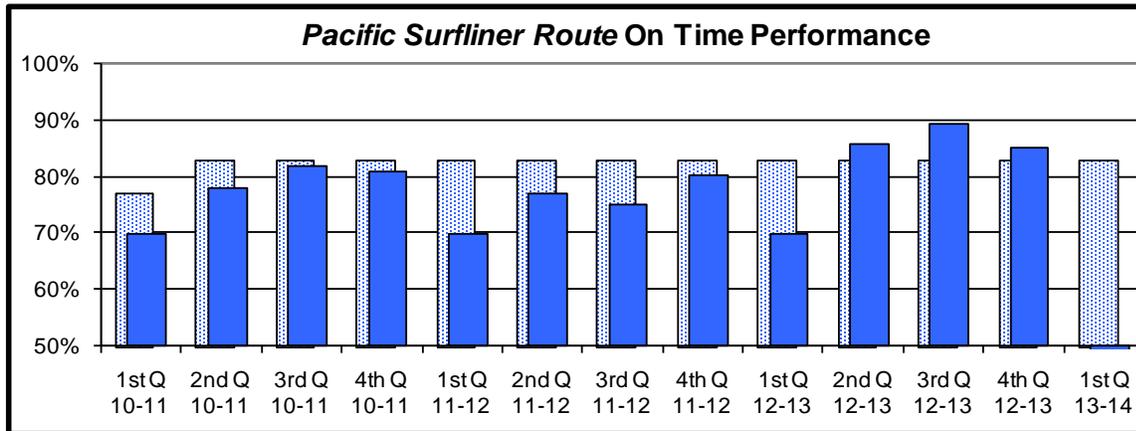


On-time performance (OTP) in the fourth quarter was 85.0 percent, 4.7 percentage points above the previous year’s fourth quarter and 2.0 percentage points above the 83 percent performance goal.

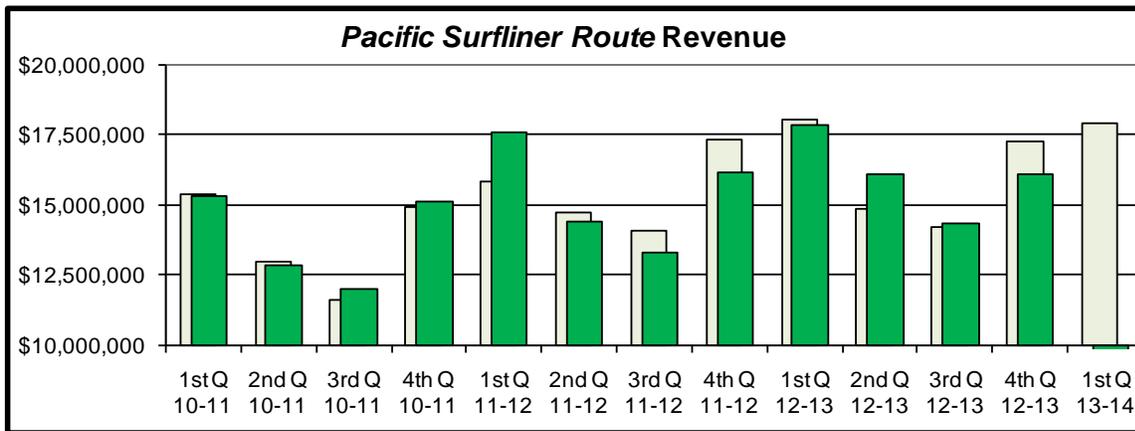
For the quarter, between Los Angeles and San Diego, OTP was 84.4 percent, an improvement of 7.0 percentage points from the fourth quarter of last year. Between Los Angeles and San Luis Obispo, OTP was 83.6 percent, up 0.9 percentage points from one year ago.

For the entire year, OTP was 82.4 percent up 7.0 percentage points from the prior year. Between Los Angeles and San Diego, 84.4 percent up 10.1 percentage points from the prior year. Between Los Angeles and San Luis Obispo, 81.0 percent, up 7.1 percentage points from FY 2011-12.

This is a continuation of the dramatic improvement in on-time performance that was reported in the last two quarterly reports, both with the route as a whole and each part north and south of Los Angeles. This is the third consecutive quarter since 2009 that the route performance exceeded the performance goal of 83 percent on-time.



Farebox ratio for the quarter was 56.1 percent, 0.8 percentage points below the farebox ratio over the same period last year. Revenue in the fourth quarter declined 0.6 percent compared to the same quarter in the previous year, and was short of the performance goal by 6.9 percentage points. Expenses increased 0.8 percent over the prior year quarter, and was 5.8 percent below the performance goal. For the full year, the farebox improved 3.9 percentage points to 61.7 percent, revenues increased 4.8 percentage points, and expenses fell 1.8 percentage points.



State-Supported Amtrak California Services - 4th Quarter 2012-13							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	693,460	696,092	(2,632)	-0.4%	741,665	(48,205)	-6.5%
Revenue	\$ 16,082,331	\$ 16,174,085	\$ (91,754)	-0.6%	\$ 17,271,434	\$ (1,189,103)	-6.9%
Expense	\$ 28,651,478	\$ 28,431,919	\$ 219,559	0.8%	\$ 30,417,182	\$ (1,765,704)	-5.8%
Farebox Ratio	56.1%	56.9%	-0.8 PP		56.8%	-0.7 PP	
OTP-Route	85.0%	80.3%	4.7 PP		83.0%	2.0 PP	
OTP-North	83.6%	82.7%	0.9 PP				
OTP-South	84.4%	77.4%	7.0 PP				

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2012-13							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	2,689,465	2,664,935	24,530	0.9%	2,794,723	(105,258)	-3.8%
Revenue	\$ 64,446,130	\$ 61,497,105	\$ 2,949,025	4.8%	\$ 64,358,276	\$ 87,854	0.1%
Expense	\$104,521,098	\$ 106,385,907	\$ (1,864,809)	-1.8%	\$ 108,616,886	\$ (4,095,788)	-3.8%
Farebox Ratio	61.7%	57.8%	3.9 PP		59.3%	2.4 PP	
OTP-Route	82.4%	75.4%	7.0 PP		83.0%	-0.6 PP	
OTP-North	84.4%	74.3%	10.1 PP				
OTP-South	81.0%	73.9%	7.1 PP				

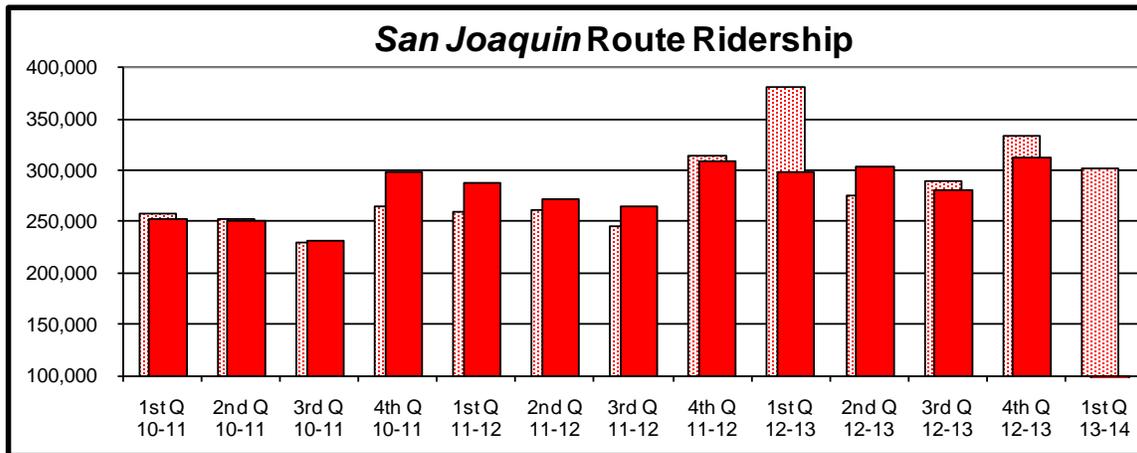
PP - Percentage Points

San Joaquin Route

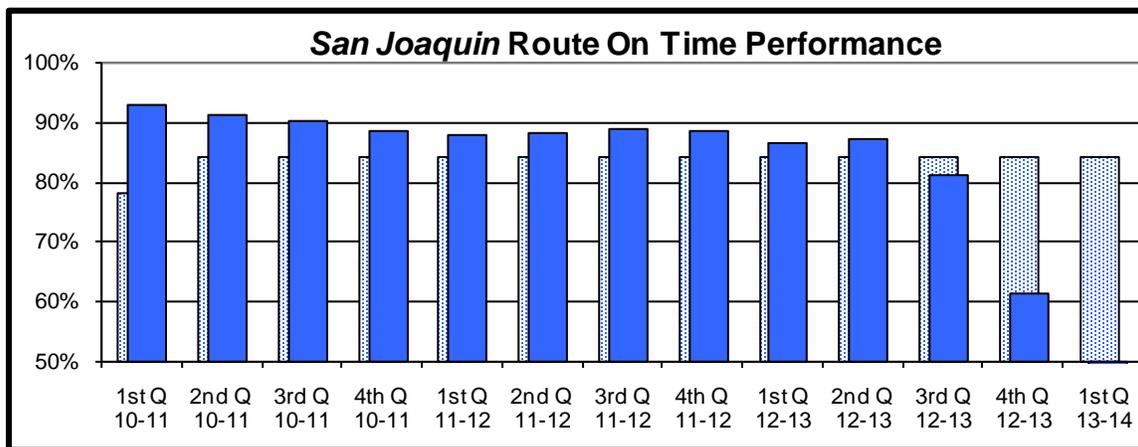
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

Ridership on the *San Joaquin Route* continued steady growth by climbing 1.1 percent for the quarter. This is the 15th consecutive quarter that ridership has increased over the same quarter in the prior year. After recording 29 consecutive months (September 2010-March 2013) where the ridership in that month set an all time high for that month, an 8.0 percent drop was reported for April 2013. However, record ridership resumed in May with an 8.3 percent increase – and setting an all time single month ridership record of 109,365 passengers. June ridership was also a record for that month, with a 3.1 percent increase over June 2012. Of note, ridership records were set in both July and August 2013, and July set a new all time single month record of 117,348 passengers.

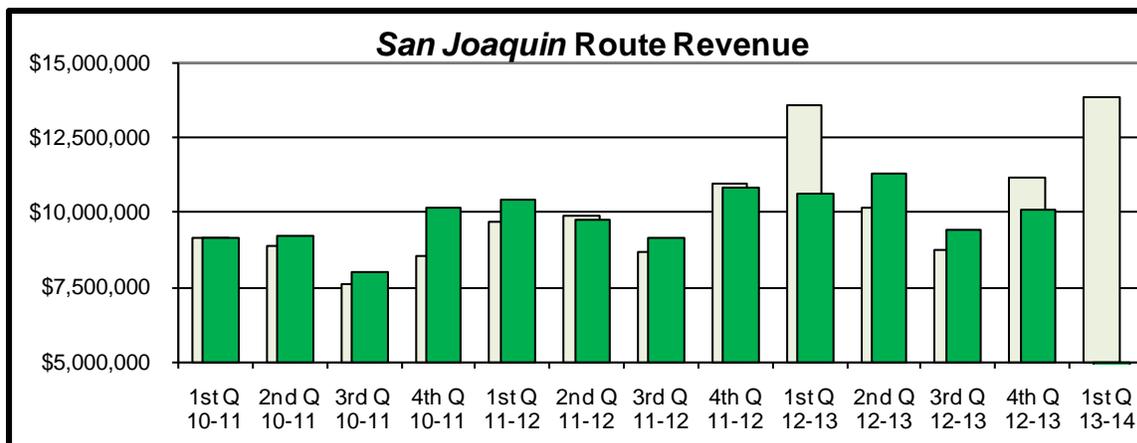
The *San Joaquin Route* is consistently exceeding one million passengers on a 12-month basis. In FY 2010-11, there were 1,032,579 passengers; in FY 2011-12, 1,133,654 passengers, and for the 12-month period July 2012-June 2013, 1,195,898 passengers rode the *San Joaquin Route*. This has been a significant achievement, considering the economic environment in the region and the fact that the average trip length is the longest of all three State supported routes.



On-time performance (OTP) in the fourth quarter was 61.3 percent, down 27.3 percentage points from the same quarter in FY 2011-12, and is 22.7 percentage points below the performance goal of 84 percent. However, most of this decline in OTP is attributed to the extensive tie replacement program instituted by the BNSF Railway, replacing 142,000 ties, resulting in terminated trains with bus bridges, and delayed runs, between March 10 and May 17, 2013. In addition on June 2, a BNSF freight train derailed in the Turlock-Denair station due to a sun kink. (Expansion in the sunshine caused to the rails to expand and shift out of alignment). This derailment damaged the edge of the station platform at Turlock-Denair, and resulted in bus bridges and train delays for a week. The impact of this project clearly shows in the monthly OTP, where the *San Joaquins* operated at 81.2 percent OTP in the third quarter, it dropped to 61.2 percent in the fourth quarter. OTP for April was 55.8 percent, for May 67.5 percent, and 60.3 percent in June. OTP has slowly improved since, with OTP around 80 percent in both July and August.



Farebox ratio was 52.1 percent in the fourth quarter FY 2012-13, a 3.5 percentage point decline over the same quarter the prior year. Revenues for the fourth quarter declined 6.7 percent compared to the same quarter in the previous year, and fell short of the goal by 9.8 percent. Expenses declined 0.4 percent from the prior year, and were 6.9 percent less than the projected goal. However, for the entire year, the farebox ratio increased 2.2 percentage points to 56.2 percent. Revenues increased 3.1 percent and expenses declined 0.9 percent from the prior year.



State-Supported Amtrak California Services - 4th Quarter 2012-13							
San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	312,066	308,615	3,451	1.1%	333,154	(21,088)	-6.3%
Revenue	\$ 10,088,300	\$ 10,815,028	\$ (726,728)	-6.7%	\$ 11,181,865	\$ (1,093,565)	-9.8%
Expense	\$ 19,690,441	\$ 19,762,631	\$ (72,190)	-0.4%	\$ 21,156,527	\$ (1,466,086)	-6.9%
Farebox Ratio	51.2%	54.7%	-3.5 PP		52.9%	-1.6 PP	
On-Time Performance	61.3%	88.6%	-27.3 PP		84.0%	-22.7 PP	

PP - Percentage Points

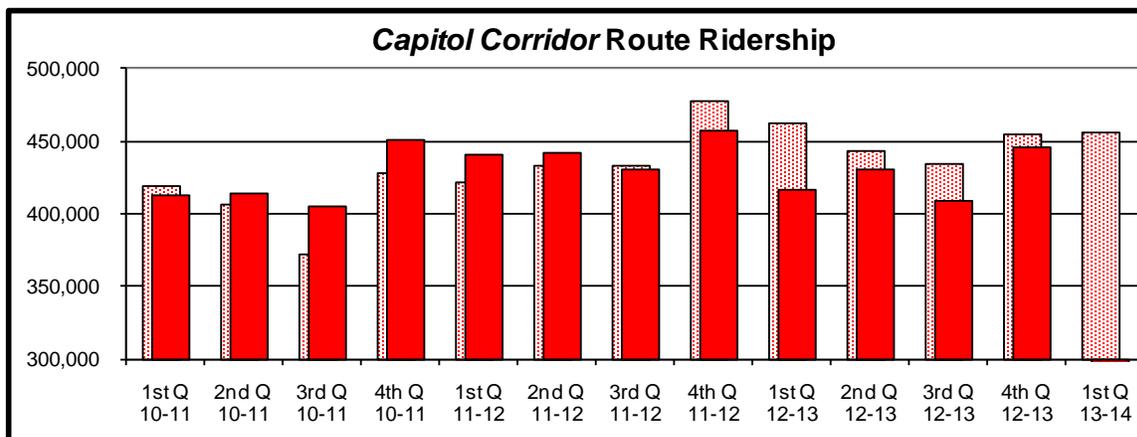
State-Supported Amtrak California Services - State Fiscal Year 2012-13							
San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	1,195,898	1,133,654	62,244	5.5%	1,279,823	(83,925)	-6.6%
Revenue	\$ 41,415,960	\$ 40,161,170	\$ 1,254,790	3.1%	\$ 43,721,795	\$ (2,305,835)	-5.3%
Expense	\$ 73,685,365	\$ 74,360,735	\$ (675,370)	-0.9%	\$ 75,937,701	\$ (2,252,336)	-3.0%
Farebox Ratio	56.2%	54.0%	2.2 PP		57.6%	-1.4 PP	
On-Time Performance	79.1%	88.5%	-9.3 PP		84.0%	-4.9 PP	

PP - Percentage Points

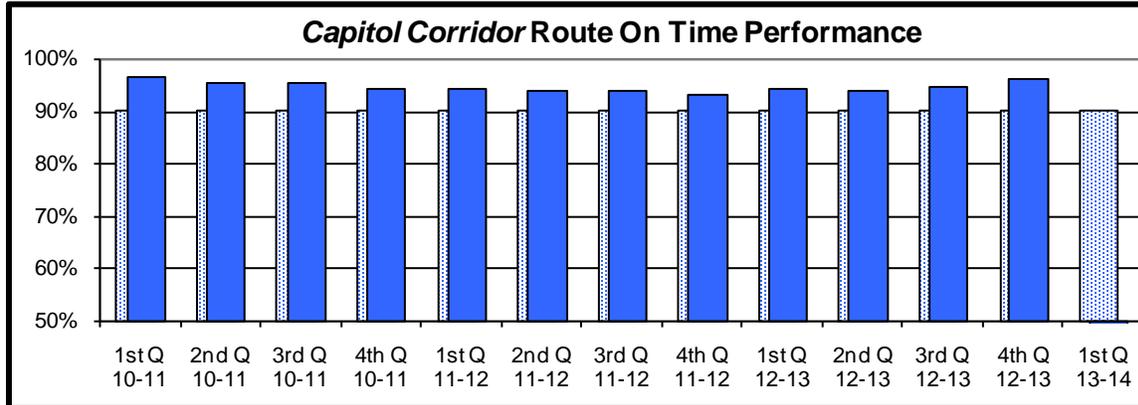
Capitol Corridor

There are currently 15 weekday round trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

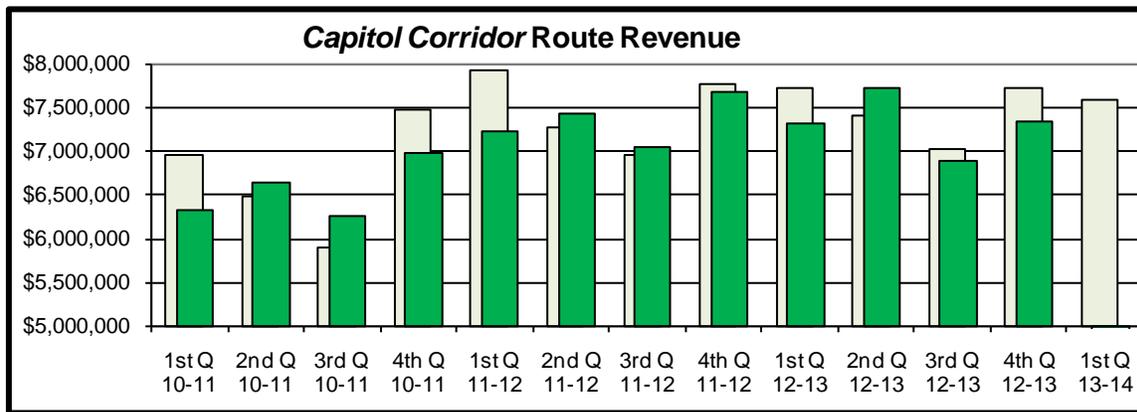
Ridership on the *Capitol Corridor* showed a decline of 2.5 percent over the same quarter the prior year, and was 1.9 percent below the performance goal for the quarter. For the period of April-June 2013, compared to the same period in 2012-13 monthly results, the *Capitol Corridor* has experienced ridership losses: on midday weekday trains (weekend trains continue to perform better than last year); and at five stations - Sacramento, Davis, Roseville, Fremont, and Richmond, with significant declines of 10 percent or more in ridership. In addition, a more accurate counting of the passengers riding on monthly passes may have resulted in over counting the actual passenger loads in prior periods. For the entire year, ridership declined 3.9 percent.



On-time performance (OTP) remains excellent and recorded a fourth quarter OTP of 96.3 percent, and was 3.0 percentage points above the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 18 of the last 20 quarters, including the last 13. This was the second best quarterly OTP report for the corridor. For the year, OTP was 94.7 percent, a 0.9 percent increase over the performance goal.



Farebox Ratio for the fourth quarter was 52.3 percent, 1.6 percentage points above the same quarter the previous year and was 0.1 percentage points above the performance goal. Revenue for the fourth quarter declined 0.4 percent compared to the same quarter in the previous year and fell short of the performance goal by 2.2 percent. Expenses increased 0.4 percent, and were 2.9 percent more than the performance goal.



State-Supported Amtrak California Services - 4th Quarter 2012-13							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	445,894	457,282	(11,388)	-2.5%	454,520	(8,626)	-1.9%
Revenue	\$ 7,335,502	\$ 7,678,303	\$ (342,801)	-4.5%	\$ 7,735,092	\$ (399,590)	-5.2%
Expense	\$ 14,036,163	\$ 15,154,108	\$ (1,117,945)	-7.4%	\$ 14,805,887	\$ (769,724)	-5.2%
Farebox Ratio	52.3%	50.7%	1.6 PP		52.2%	0.1 PP	
On-Time Performance	96.3%	93.3%	3.0 PP		90.0%	6.3 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2012-13							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	1,701,162	1,770,616	(69,454)	-3.9%	1,766,287	(65,125)	-3.7%
Revenue	\$ 29,289,759	\$ 29,392,707	\$ (102,948)	-0.4%	\$ 29,943,745	\$ (653,986)	-2.2%
Expense	\$ 59,490,066	\$ 59,248,263	\$ 241,803	0.4%	\$ 57,828,543	\$ 1,661,523	2.9%
Farebox Ratio	49.2%	49.6%	-0.4 PP		51.8%	-2.5 PP	
On-Time Performance	94.7%	93.8%	0.9 PP		90.0%	4.7 PP	

PP - Percentage Points

Progress Report on Implementation of State Rail Plan Goals

At its January 2008 meeting, the Commission provided advice and consent on the draft 2007-08 to 2017-18 California State Rail Plan (Rail Plan). The consent resolution states that the Department will report on a quarterly basis on its progress in meeting the goals in the Rail Plan that include two-year (through 2009-10), five-year (through 2012-13), seven-year (through 2014-15) and ten-year (through 2017-18) goals.

The Department has been reporting on the two-year goals since FY 2008-09. The initial period for the two-year goals was through Federal Fiscal Year (FFY) 2009-10. In FFY 2010-11, the goals were updated to reflect the five-year goals, which require any 2009-10 goal that had not yet been met to continue being reported. Additional five-year (through 2012-13) goals were also added. For FFY 2011-12, annual financial and performance goals were updated.

Following are tables for each route that show the goals for FFY 2012-13 (October 2012-September 2013) and the progress in meeting them.

Pacific Surfliner Route Objectives		2012-13 Goals	Progress
Improve On-Time Performance		83 percent	April-June 2013 OTP was 85.0 percent. Fiscal year 2012-13 OTP was 82.4 percent.
Construct a San Diego Layover Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location; Develop Funding Partnership for Local, State and Federal Funds; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan, funding partnership and delivery schedule Proceed with project consistent with funding plan and delivery schedule	A field review with stakeholders identified a new site near Old Town in San Diego. Potentially half the needed acreage is in the City's Redevelopment area, but is privately owned. Stakeholders need to determine if enough additional land can be acquired. Some pre-construction funding is available but no construction funding has yet been identified. Amtrak has provided a preliminary Project Study Report/cost estimate. A meeting between the city of San Diego and the Department took place in January 2011. Future meetings will include BNSF and HSR. It is difficult to proceed with this project due to lack of funding.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012. Begin installation of WiFi equipment to be completed end of 2011.	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
	Implement comprehensive wireless network for on-board, safety and equipment operations		Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Merrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Department continues to participate in LOSSAN integration meetings and short-term and long-term operation analysis and implementation plans have been published. The first integrated schedule is now in place and has improved operations in the corridor.
	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	The Express Service schedule departing San Diego at 7:00 a.m. began on February 15, 2011. The one-year trial period for the train ended on February 14, 2012. Effective April 1, 2013, the express service trial service was terminated and the train returned to regular operation.
Reduce Travel Times	San Diego to Los Angeles	Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects: The Los Angeles to Fullerton Triple Track Project is located on approximately 15 miles of BNSF right-of-way within the LOSSAN Corridor. Completion of the third main track will include new main track, siding upgrades and extensions, upgrade of the railroad infrastructure, signal system upgrades, including Positive Train Control, and various civil structure modifications. The project is divided into eight segments of track construction and six grade separations. Seven of the track segments have been funded (Segment 7 received a Federal award in August, 2011). Segments 1-6 are complete. Segment 7 construction began in April 2012. Segment 8 is fully funded. Two of the six grade separations are funded. Passions Grade Separation is under construction and contract has been awarded for the Valley View Grade Separation began construction in September 2012. Completion of the project will allow up to 34 Amtrak trains per day operating at 90 percent on-time performance.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	The San Onofre-Pulgas Double Track Project Phase 1 will construct 4.2 miles of double track and complete the environmental and design phases covering both phases. Final design has begun and environmental permitting is in progress. Final design has been completed, and construction planned to begin in fall 2013. In October 2010, FRA approved five PE/NEPA projects for this segment that will improve running times when constructed. All of the five projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. Goal to reduce travel time to under 5 hours requires completion of multiple capital projects: Two siding extension projects that will improve running time are programmed in the STIP for 2012-13 in Santa Barbara and Ventura Counties. Union Pacific has completed preliminary modeling, which is being evaluated by AECOM to ensure consistency with other models in use. A corridor wide program level EIR/EIS for LOSSAN North is in progress and is necessary for the State to compete for Federal funds. In October 2010, FRA approved four PE/NEPA projects for this segment that will improve running times when constructed. All of the four projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. Two Federal Railway Administration (FRA) grants will fund the completion of NEPA and PE for the Ortega and Seaciff sidings. The other two projects are Van Nuys and Raymar.
Increase Annual Ridership		2,794,723	April-June 2013 ridership was 693,460, short of the quarterly goal by 0.4 percent. Fiscal year 2012-13 ridership was 2,689,465, 3.8 percent short of the goal.
Increase Annual Revenues (dollars in millions)		\$64.4	April-June 2013 revenue was \$16.1 million, short of the quarterly goal by 0.6 percent. Fiscal Year 2012-13 revenue was \$64.4 million, 0.1 percent over the goal.
Increase Farebox Ratio		59.3 percent	April-June 2013 farebox ratio was 56.1 percent, and short of the quarterly goal of 56.8 percent. Fiscal Year 2012-13 farebox ratio was 61.7 percent, 2.4 percentage point over the annual goal.
Service Frequency (Total Weekday Trains)	Between San Diego and Los Angeles	11	This is the current frequency.
	Between Los Angeles and Goleta (Santa Barbara)	5	This is the current frequency.
	Between Goleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.

San Joaquin Route Objectives	2012-13 Goals	Progress
Improve On-Time Performance	84 percent	April-June 2013 OTP was 61.3 percent, but that was attributable to a major tie replacement program on BNSF between March and May 2013 and a major BNSF derailment in June. OTP for the year was 79.1 percent.
Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
Implement Positive Train Control (PTC)	BNSF completing project. To be completed by December 2012.	There are four Positive Train Control (PTC) projects; two are funded by Prop 1A and two are proceeding under a Letter of No Prejudice (LONP) that will allow the locals to pay for their own project, with later reimbursement. The BNSF is currently working on PTC on the San Joaquin Corridor and the Pacific Surfliner Corridor between Los Angeles and Fullerton. Installation on both projects have encountered development delays.
Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
Improve Multimodal Connectivity	Increase connectivity consistent with results of coordination efforts	Department has improved the transit transfer program with new uniform transfer tickets and is expanding the number of transit providers in the program for both the San Joaquin and Pacific Surfliner corridors.
Reduce Travel Times	Under 6.0 Hours Over 10-Year Period	Projects to reduce travel time are progressing. Kings Park double track project to reduce travel times was placed into service on March 18, 2011.
	Under 5.0 Hours Over 10-Year Period	Kings Park double track project benefits Sacramento to Bakersfield service travel times. This project was completed and placed into service on March 18, 2011.
Increase Annual Ridership	1,279,823	April-June 2013 ridership was 312,066, a 1.1 percent increase over the prior year quarter but was short of the quarterly goal by 6.3 percent. This marked the 14th consecutive quarter of ridership growth on the route. FY 2012-13 ridership was 1,195,898; 6.6 percent below the performance goal.
Increase Annual Revenues (dollars in millions)	\$43.7	April-June 2013 revenue was \$10.1 million, short of the quarterly goal by 6.7 percent. Fiscal Year 2012-13 revenue was \$41.4, short of the performance goal by 5.3 percent.
Increase Farebox Ratio	57.6 percent	April-June 2013 farebox ratio was 51.2 percent, short of the quarterly farebox ratio goal of 52.9 percent. Fiscal Year 2012-13 farebox ratio is 56.2 percent, short of the goal by 1.4 percentage points.
Service Frequency (Total Trains)	4	This is the current frequency.
	2	This is the current frequency.

Capitol Corridor Route Objectives		2012-13 Goals	Progress
Improve On-Time Performance		Maintain 90 percent throughout the ten-year period	April-June 2013 OTP was 96.3 percent. Exceeded goal in last 13 quarters. Fiscal Year 2012-13 OTP was 94.7 percent.
Enhance Customer Satisfaction	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
	Implement Automated Ticket Validation System and eTicketing	Full implementation expected in the summer of 2011	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
	Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
Reduce Travel Times		Reduce by up to 12 percent over 10-Year Period	Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY 2012-13.
Increase Annual Ridership		1,766,287	April-June 2013 ridership was 445,894, short of quarterly goal by 1.9 percent. Fiscal Year 2012-13 ridership was 1,701,162, short of the performance goal by 3.7 percentage points.
Increase Annual Revenues (dollars in millions)		\$29.9	April-June 2013 revenue was \$7.3 million, short of the quarterly goal by 4.5 percent. Fiscal Year 2012-13 revenue was \$29.3 million, short of the performance goal by 2.2. percent.
Increase Farebox Ratio		51.8 percent	April-June 2013 farebox ratio was 52.3 percent, exceeding the quarterly goal by 0.1 percentage points. FY2012-13 farebox ratio was 49.2 short of the annual goal by 2.5 percentage points.
Increase Service Frequency	Between Oakland and Sacramento	16	This is the current frequency.
	Between San Jose and Oakland	7	This is the current frequency.
	Between Sacramento and Roseville	1	This is the current frequency.
	Between Roseville and Auburn	1	This is the current frequency.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.11
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING JUNE 30, 2013**

SUMMARY:

As of June 30, 2013, about \$598 million, or 36 percent, of the \$1.67 billion that has been allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2013 has been sub-allocated to 1,044 local projects. The majority of the sub-allocations (approximately \$446 million) are for 619 projects in the following four categories:

- High Priority Projects/Demonstration Projects/Emergency Relief – 186 projects, \$170 million
- Regional Surface Transportation Program (RSTP) – 101 projects, \$115 million
- Bridge Program – 236 projects, \$102 million
- Congestion Mitigation & Air Quality projects (CMAQ) – 96 projects, \$59 million

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance (DLA) administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each fiscal year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Resolution G-01-08.

The DLA has sub-allocated \$598 million or 36 percent of funding to local agencies. This amount is slightly lower in comparison to the period ending June 30, 2012. The sub-allocation of federal funding is usually low in the first three quarters of the federal fiscal year.

However, the Federal Transit Administration (FTA) transfers include \$267 million toward local delivery of available federal funding. DLA anticipates that local partners will deliver 100 percent of federal funding that has been made available for FFY 2012-13. For the past 13 years in a row, DLA has worked with local partners to deliver 100 percent of federal funding.

Attachment

LOCAL ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending June 30, 2013
(Dollars in Thousands)

Reference No.: 3.11
October 8, 2013
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations			Allocation Balance			Percent Sub-Allocated Total	Number of Total
	State	Federal	Total	State	Federal	Total	State	Federal	Total		
Local Administered & Miscellaneous Programs											
Regional Surface Transportation Program (RSTP) ¹		503,559	503,559		115,126	115,126	0	388,433	388,433	23%	101
Surface Transportation Program State Match and Exchange	57,849		57,849	52,039		52,039	5,810	0	5,810	90%	134
Congestion Mitigation & Air Quality Program		471,547	471,547		58,630	58,630	0	412,917	412,917	12%	96
Freeway Service Patrol	25,479		25,479	25,479		25,479	0	0	0	100%	15
High Priority Projects/Demonstration Projects/Emergency Relief		171,251	171,251		169,807	169,807	0	1,444	1,444	99%	186
Miscellaneous	3,000		3,000			0	3,000	-	3,000	0%	0
Bridge Programs											
Bridge Inspection	735		735			0	735	0	735	0%	
National Highway Performance Program & RSTP Bridge ²		302,909	302,909		101,600	101,600	0	201,309	201,309	34%	236
Rail Programs											
Railroad Grade Crossing Maintenance	2,000		2,000	2,000		2,000	-	0	-	100%	1
Railroad Grade Separation	15,000		15,000	5,141		5,141	9,859	0	9,859	34%	2
Safety Programs											
Highway Safety Improvement Program		74,000	74,000		40,564	40,564	0	33,436	33,436	55%	176
Safe Routes to School	24,250	21,080	45,330	15,222	12,708	27,930	9,028	8,372	17,400	62%	97
Total Local Assistance Subvention Funds	128,313	1,544,346	1,672,659	99,881	498,435	598,316	28,432	1,045,911	1,074,343	36%	1,044

Notes

Allocations for state funds reflect the June 2012 Commission meeting vote, Item 2.5h.

Allocations for federal funds reflect the March 2013 Commission meeting vote, Item 2.5h.

The Allocation Balance is the difference between the Commission Allocations and the Total Sub-Allocations.

Total Sub-Allocations data is from InfoAdvantage (accounting system).

In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

Assumptions:

¹ RSTP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects and Safe Routes to School.

² Bridge projects consist of off-system bridge (about \$75 million) and bridge funding available to locals from the National Highway Performance Program (about \$228 million).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.12
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **QUARTERLY REPORT OF AB 1012 “USE IT OR LOSE IT” PROVISION FOR FEDERAL FISCAL YEAR 2011 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

As of June 30, 2013, the Regional Surface Transportation Program (RSTP) amount subject to redirection is about \$9 million. In addition, the Congestion Mitigation and Air Quality Program (CMAQ) amount subject to redirection is about \$1 million.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions were able to obligate only 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds dropped to as low as 41 percent. By October 1999, the Regions had accumulated a \$1.2 billion backlog in federal apportionments and \$854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and RSTP funds not obligated within the first three years of federal eligibility are subject to redirection by the California Transportation Commission (Commission) in the fourth year in order to prevent the funds from being lost by the State.

The annual notice to the Regions, under AB 1012 “Use It or Lose It” provisions for Federal Fiscal Year (FFY) 2011 (October 1, 2010 through September 30, 2011), was released on December 5, 2012. With this notification, the total FFY 2011 funds identified as subject to redirection under the provisions of AB 1012 were approximately \$15 million. This included approximately \$13.7 million of RSTP funds and about \$1.2 million of CMAQ funds. As of June 30, 2013, the RSTP amount had decreased to about \$9 million, and the CMAQ amount had remained about the same at approximately \$1 million. According to the Federal Highway Administration's data, these funds will not revert until FFY 2015.

Per the June 30, 2013 report, the RSTP amount subject to redirection of about \$9 million belonged to two Regions. As of August 31, 2013, both of these Regions have obligated funds in excess of the potential RSTP amounts subject to redirection.

The CMAQ amount subject to redirection of about \$1 million belonged to three Regions. As of August 31, 2013, one of the Regions has obligated about half of the total funds. Therefore, there is still about \$500,000 of CMAQ that will need to be obligated by November 1, 2013 or subject to redirection.

The Department is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2012, the Regions have delivered enough projects to obligate a minimum of 100 percent of the available OA.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2013

Reference No.: 3.12
October 8, 2013
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2011*)
Regional Report Summary

*Previously referred to as Cycle 14

Region	CMAQ Unobligated 6/30/2013 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2013 ²	RSTP Unobligated 6/30/2013 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2013 ²
Butte	2,036,264	-	-	-
Fresno	17,766,218	-	25,110,478	3,314,104
Kern	16,127,041	-	16,182,769	-
Kings	1,547,853	-	-	-
Los Angeles	172,114,022	-	173,428,662	-
Madera	4,341,085	845,034	-	-
Merced	2,541,683	-	-	-
Monterey	3,136	-	1,177,182	-
Orange	26,329,122	-	11,014,871	-
Riverside	63,742,967	-	33,345,919	-
S. F. Bay Area (MTC)	24,197,493	-	9,672,130	-
Sacramento (SACOG)	19,197,632	-	24,097,445	-
San Benito	28,268	-	17,120	-
San Bernardino	40,753,116	-	43,535,418	-
San Diego	2,970,252	-	2,774,828	-
San Joaquin	4,259,776	-	5,070,802	-
San Luis Obispo	2,314,305	-	819,448	-
Santa Barbara	-	-	1,544,173	-
Santa Cruz	-	-	234,670	-
Stanislaus	4,764,955	-	8,853,217	-
Tahoe	489,205	-	-	-
Tulare	7,827,863	-	3,074,879	-
Ventura	7,388,655	-	25,558,512	5,675,334
Rural Counties & SCAG	5,577,655	243,776	3,531,520	-
TOTAL	426,318,567	1,088,811	389,044,042	8,989,438

Footnotes:

* Balances entered the 3rd year on October 1, 2012, and are subject to reprogramming on November 1, 2013. These balances include the federal fiscal year 2013 Revised "Advance" apportionments (dated February 22, 2013).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

³ These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current federal fiscal year.

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2013

Reference No.: 3.12
October 8, 2013
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2011*)
Rural Report Summary

*Previously referred to as Cycle 14

Region	CMAQ Unobligated 6/30/2013 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2013 ²	RSTP Unobligated 6/30/2013 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2013 ²
Rural County Information:				
Alpine	-	-	(120)	-
Amador	566,652	11,346	-	-
Calaveras	454,781	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Imperial (SCAG)	2,242,935	-	3,533,403	-
Inyo	-	-	129	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	559,066	232,430	-	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	882,840	-	-	-
Placer	-	-	-	-
Plumas	-	-	(1,871)	-
Shasta	-	-	-	-
Sierra	-	-	-	-
Siskiyou	-	-	-	-
Tehama	544,706	-	-	-
Trinity	-	-	-	-
Tuolumne	326,675	-	-	-
Rural Combined Totals:	5,577,655	243,776	3,531,541	-

Footnotes:

* Balances entered the 3rd year on October 1, 2012, and are subject to reprogramming on November 1, 2013. These balances include the federal fiscal year 2013 Revised "Advance" apportionments (dated February 22, 2013).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 4.12
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane E. Perez
Chief
Mass Transportation

Subject: **COMMISSION ADVICE AND CONSENT ON TRANSPORTATION DEVELOPMENT ACT (TDA) REGULATIONS**

SUMMARY:

The California Transportation Commission (Commission) is required by the Public Utilities Code (PUC) Section 99241 to give advice and consent on the Transportation Development Act (TDA) regulations, as prepared by the California Department of Transportation (Department). The regulations are updated to incorporate legislative changes and to interpret and clarify the statutes.

Caltrans is proposing to amend California Code of Regulations (CCR) Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) of the TDA. The proposed amendments to the regulations are necessary to bring the regulations into conformance with AB 2679 of the Statutes of 2012, which replaced the word “handicapped” with the term “disabled” throughout the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act.

As part of the review process, the Department is providing the proposed revisions of TDA regulations to the Commission as an information item. After incorporating the Commission’s comments, the Department will return the revised guidelines to the Commission for adoption at its December 2013 meeting.

BACKGROUND:

The Mills-Alquist-Deddeh Act, better known as TDA, was enacted in 1972 by the California legislature and is administered by the Department. It provides two major sources of funding for public transportation in California implemented by Regional Transportation Planning Agencies (RTPA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. First, the county Local Transportation Fund (LTF), has been in existence since 1972. Second, the State Transit Assistance (STA) fund came into existence in 1980.

TDA statutes are located under the Government Code Title 3, Division 3, Chapter 2, Article 11, and under the PUC Division 10, Part 11, Chapter 4, Articles 1-9. Additional implementing provisions can be found under the (CCR) Title 21, Chapter 3, Subchapters 2 and 2.5. The Department

publishes TDA Statutes and California Code of Regulations which is updated periodically depending on the TDA related legislative actions.

PROPOSED CHANGES:

The Department is proposing amendments to TDA regulation sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c), with the advice and consent of the Commission, under the authority granted by Section 99241 of the PUC, which allows the Director of Caltrans to amend, add, and repeal the regulations as statutes change. Caltrans proposes to amend sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5 (b), 6633.5(b)(1), 6645.1(b), and 6731(c), by replacing the word “Handicapped” with the word “Disabled”. Below is text of CCR sections identifying the areas of the proposed amendments, as reflected in underline and strikethrough.

§ 6612. Transit Service Claimant.

The term “transit service claimant” means:

- (a) A claimant that files a claim for community transit services pursuant to article 4.5 of the Act.
- (b) A claimant that files a claim for contract payments pursuant to PUC section 99400(c).
- (c) A city or county that is a member of a joint powers agency and that files a claim to provide or contract for services to elderly and ~~handicapped~~ disabled persons pursuant to PUC section 99260.7.
- (d) The County of San Diego if it files a claim for express bus service or vanpool service pursuant to PUC section 99400.6.
- (e) A county, city, or county transportation commission that files a claim for rail passenger service operation and capital improvement expenditures.
- (f) A city or county with a population of less than 5,000 that files a claim pursuant to section 99405(d).

A transit service claimant that is also an operator shall meet all requirements of TDA, the regulations for its service provided as a transit service claimant, and for its other service as if the services were provided by separate claimants.

Note: Authority cited: Section 99241, PUC. Reference: Sections 99234.9, 99241, 99260.7, 99275, 99400(c), 99400.6 and 99405(d), PUC.

§ 6613.3. Services to Elderly and ~~Handicapped~~ Disabled Persons.

The term “services to elderly and ~~handicapped~~ disabled persons” means transportation services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ disabled persons.

Note: Authority and reference cited: Section 99241, PUC.

§ 6613.4. Services to the General Public.

The term “services to the general public” means transportation services other than services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ disabled persons.

Note: Authority and reference cited: Section 99241, PUC.

§ 6633. Revenue Qualification.

Beginning with the 1980-81 fiscal year, each operator and transit service claimant shall qualify for funding during the fiscal year as specified in this section and in sections 6633.1 to 6633.9.

(a) An operator that began operation before July 1, 1974, may qualify under either PUC section 99268.1 (the 50-percent expenditure limitation) or 99268.2 (the fare and local support ratios), unless the operator was granted a waiver from the 50-percent expenditure limitation for 1978-79. The following operators were granted such a waiver: South Coast Area Transit (Ventura County), City of Banning, City of Auburn, and City of Napa.

(b) A transit service claimant that is filing a claim for community transit services pursuant to Article 4.5 of the Act or for contract services pursuant to PUC section 99400(c) or a city or county with a population of less than 5,000 which provides transportation services may qualify in accordance with the performance criteria, local match requirements, or fare recovery ratios adopted by the transportation planning agency or county transportation commission pursuant to PUC sections 99275.5(c)(4) and 99405(c).

(c) Except as specified in subdivisions (a) and (b), an operator or transit service claimant with services to the general public shall qualify under PUC sections 99268.3 and 99268.4 or 99268.12 (the fare and local support ratios).

(d) In addition, an operator or transit service claimant that qualifies under PUC sections 99268.2, 99268.3, or 99268.4, and that provides services to elderly and ~~handicapped~~ disabled persons, shall meet the fare ratio specified in section 6633.5.

Note: Authority cited: Section 99241, PUC. Reference: Sections 99268.1, 99268.2, 99268.3, 99268.4, 99268.5, 99268.9, 99268.12, 99275.5 and 99405, PUC.

§ 6633.5. Fare Ratio for Service to Elderly and ~~Handicapped~~ Disabled Persons.

(a) For a claimant that provides only services to elderly and ~~handicapped~~ disabled persons, the ratio of fare revenues to operating cost shall be at least ten percent or the ratio that the claimant had for the services in 1978-79, whichever is greater.

(b) For a claimant that provides both services to elderly and ~~handicapped~~disabled persons, and services to the general public, either

(1) its services to elderly and ~~handicapped~~disabled persons shall meet the fare ratio specified in subdivision (a), or

(2) its services combined shall meet the fare ratio specified in Section 6633.2(a).

Note: Authority cited: Section 99241, PUC. Reference: Section 99268.5, PUC.

§ 6645.1. Small Urbanized Areas.

If there is an operator which is serving an urbanized area in a county with population less than 500,000, the transportation planning agency or county transportation commission may establish for that operator a required ratio of fare revenue to operating cost of no less than 15 percent. Prior to setting the required ratio, the transportation planning agency or county transportation commission shall make findings specifying the reasons for its actions. The transportation planning agency or county transportation commission shall ensure that the following factors, for the jurisdiction of the claimant, have been considered in the transportation planning process:

(a) The size and density of the urban area in which the services to the general public are provided.

(b) The proportion of the operator's ridership which is transit dependent, including elderly, ~~handicapped~~disabled, and low income patrons, as appropriate.

Note: Authority cited: Section 99241, PUC. Reference: Section 99268.12, PUC.

6731. Claims of Cities, Counties or Transit Districts.

Claims may be filed for allocations from the state transit assistance fund by a city or county, or transit district for the following purposes, if it is eligible for allocations from the local transportation fund for such purposes:

(a) Payments for passenger rail service operations and capital improvements pursuant to PUC section 99400(b) and construction and maintenance of intermodal transportation facilities pursuant to PUC section 99234.9.

(b) Payment to an entity under contract with the city, county or transit district, for transportation services or payment for the claimant's related administrative and planning cost, pursuant to PUC sections 99400(c) and 99400(d).

(c) To provide or contract for transportation services to elderly and ~~handicapped~~disabled persons, if the city, county, or transit district is a member of a joint powers entity operating a public transportation system, pursuant to PUC section 99260.7.

(d) Community transit service purposes pursuant to PUC section 99275.

(e) Transportation services provided by cities or counties with populations of less than 5,000 pursuant to PUC section 99405(d).

Note: Authority cited: Section 99241, PUC. Reference: Sections 99234.9, 99260.7, 99275, 99310.5, 99313.3, 99314.5, 99400 and 99405(d), PUC.

Attachments:

1. Resolution
2. Regulation Package

**CALIFORNIA TRANSPORTATION COMMISSION
CONSENTING TO PROPOSED AMENDMENTS OF THE
TRANSPORTATION DEVELOPMENT ACT REGULATIONS**

RESOLUTION G-13-XX

- 1.1 WHEREAS, Section 99241 of the Public Utilities Code provides that the implementation of the Transportation Development Act (Act) shall be subject to the regulations adopted by the Director of the California Department of Transportation (Department), with the advice and consent of the California Transportation Commission; and,
- 1.2 WHEREAS, the Director has proposed changes to the California Code of Regulations Sections 6612(c), 6613.3, 6613.4, 6633(d), 6633.5, 6633.5(a), 6633.5(b), 6633.5(b)(1), 6645.1(b), and 6731(c) to implement amendments to the Act, and,
- 1.3 WHEREAS, the Department has mailed the proposed changes to city councils, boards of supervisors, county auditor controllers, transportation planning entities, and transit operators statewide for review and comment; and
- 1.4 WHEREAS, the Department provided a 45-day period, ending 5:00 p.m., April 12, 2013, for any interested party to request a public hearing, receiving no request within the said period.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby consent to the proposed changes to the Transportation Development Act regulations, as presented by the Director of the Department of Transportation.

TITLE 21.

Proposed Amendments to the California Code of Regulations

§ 6612. Transit Service Claimant.

The term “transit service claimant” means:

- (a) A claimant that files a claim for community transit services pursuant to article 4.5 of the Act.
- (b) A claimant that files a claim for contract payments pursuant to Public Utilities Code section 99400(c).
- (c) A city or county that is a member of a joint powers agency and that files a claim to provide or contract for services to elderly and ~~handicapped~~ disabled persons pursuant to Public Utilities Code section 99260.7.
- (d) The County of San Diego if it files a claim for express bus service or vanpool service pursuant to Public Utilities Code section 99400.6.
- (e) A county, city, or county transportation commission that files a claim for rail passenger service operation and capital improvement expenditures.
- (f) A city or county with a population of less than 5,000 that files a claim pursuant to section 99405(d).

A transit service claimant that is also an operator shall meet all requirements of the Act and these regulations for its service provided as a transit service claimant and for its other service as if the services were provided by separate claimants.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99234.9, 99241, 99260.7, 99275, 99400(c), 99400.6 and 99405(d), Public Utilities Code.

§ 6613.3. Services to Elderly and ~~Handicapped~~ Disabled Persons.

The term “services to elderly and ~~handicapped~~ disabled persons” means transportation services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ disabled persons.

Note: Authority and reference cited: Section 99241, Public Utilities Code.

§ 6613.4. Services to the General Public.

The term “services to the general public” means transportation services other than services provided using vehicles for the exclusive use of elderly and ~~handicapped~~ disabled persons.

Note: Authority and reference cited: Section 99241, Public Utilities Code.

§ 6633. Revenue Qualification.

Beginning with the 1980-81 fiscal year, each operator and transit service claimant shall qualify for funding during the fiscal year as specified in this section and in sections 6633.1 to 6633.9.

(a) An operator that began operation before July 1, 1974, may qualify under either Public Utilities Code section 99268.1 (the 50-percent expenditure limitation) or 99268.2 (the fare and local support ratios), unless the operator was granted a waiver from the 50-percent expenditure limitation for 1978-79. The following operators were granted such a waiver: South Coast Area Transit (Ventura County), City of Banning, City of Auburn, and City of Napa.

(b) A transit service claimant that is filing a claim for community transit services pursuant to Article 4.5 of the Act or for contract services pursuant to Public Utilities Code section 99400(c) or a city or county with a population of less than 5,000 which provides transportation services may qualify in accordance with the performance criteria, local match requirements, or fare recovery ratios adopted by the transportation planning agency or county transportation commission pursuant to Public Utilities Code sections 99275.5(c)(4) and 99405(c).

(c) Except as specified in subdivisions (a) and (b), an operator or transit service claimant with services to the general public shall qualify under Public Utilities Code sections 99268.3 and 99268.4 or 99268.12 (the fare and local support ratios).

(d) In addition, an operator or transit service claimant that qualifies under Public Utilities Code sections 99268.2, 99268.3, or 99268.4, and that provides services to elderly and ~~handicapped~~ disabled persons, shall meet the fare ratio specified in section 6633.5.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99268.1, 99268.2, 99268.3, 99268.4, 99268.5, 99268.9, 99268.12, 99275.5 and 99405, Public Utilities Code.

§ 6633.5. Fare Ratio for Service to Elderly and ~~Handicapped~~ Disabled Persons.

(a) For a claimant that provides only services to elderly and ~~handicapped~~ disabled persons, the ratio of fare revenues to operating cost shall be at least 10 percent or the ratio that the claimant had for the services in 1978-79, whichever is greater.

(b) For a claimant that provides both services to elderly and ~~handicapped~~ disabled persons, and services to the general public, either

(1) its services to elderly and ~~handicapped~~ disabled persons shall meet the fare ratio specified in subdivision (a), or

(2) its services combined shall meet the fare ratio specified in Section 6633.2(a).

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Section 99268.5, Public Utilities Code.

§ 6645.1. Small Urbanized Areas.

If there is an operator which is serving an urbanized area in a county with population less than 500,000, the transportation planning agency or county transportation commission may establish for that operator a required ratio of fare revenue to operating cost of no less than 15%. Prior to setting the required ratio, the transportation planning agency or county transportation commission shall make findings specifying the reasons for its actions. The transportation planning agency or county transportation commission shall ensure that the following factors, for the jurisdiction of the claimant, have been considered in the transportation planning process:

(a) The size and density of the urban area in which the services to the general public are provided.

(b) The proportion of the operator's ridership which is transit dependent, including elderly, ~~handicapped~~ disabled, and low income patrons, as appropriate.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Section 99268.12, Public Utilities Code.

6731. Claims of Cities, Counties or Transit Districts.

Claims may be filed for allocations from the state transit assistance fund by a city or county, or transit district for the following purposes, if it is eligible for allocations from the local transportation fund for such purposes:

- (a) Payments for passenger rail service operations and capital improvements pursuant to Public Utilities Code section 99400(b) and construction and maintenance of intermodal transportation facilities pursuant to Public Utilities Code section 99234.9.
- (b) Payment to an entity under contract with the city, county or transit district, for transportation services or payment for the claimant's related administrative and planning cost, pursuant to Public Utilities Code sections 99400(c) and 99400(d).
- (c) To provide or contract for transportation services to elderly and ~~handicapped~~ disabled persons, if the city, county, or transit district is a member of a joint powers entity operating a public transportation system, pursuant to Public Utilities Code section 99260.7.
- (d) Community transit service purposes pursuant to Public Utilities Code section 99275.
- (e) Transportation services provided by cities or counties with populations of less than 5,000 pursuant to Public Utilities Code section 99405(d).

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99234.9, 99260.7, 99275, 99310.5, 99313.3, 99314.5, 99400 and 99405(d), Public Utilities Code.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.1c.(2a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT BASELINE AMENDMENT
RESOLUTION R99-PA-1314-02, AMENDING RESOLUTION R99-PA-1213-20**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway (PPNO 5414) project in Merced County.

ISSUE:

The Department proposes to amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) in Merced County to revise the project limits.

BACKGROUND:

The Arboleda Road Freeway project will widen 5.9 miles of SR 99 from four lanes to six lanes from Buchanan Hollow Road to Miles Creek Overflow, and construct an interchange at Arboleda Road. The construction contract was awarded on April 6, 2012, with construction completion scheduled for March 2016.

The Mission Avenue Interchange/Freeway project (PPNO 0528D), which is immediately north of the Arboleda Road Freeway project, widened SR 99 from four lanes to six lanes from Owens Creek Bridge to 0.3 mile south of Childs Avenue, and constructed an interchange at Mission Avenue. Construction was completed in April 2008. However, the newly widened freeway was not striped as a 6-lane freeway because it is only two miles long and it connects to a 4-lane freeway on both ends.

With the completion of the Arboleda Road Freeway project and the adjacent Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401), SR 99 will be six lanes from the Madera/Merced County line to 0.3 mile south of Childs Avenue, a distance of over 12 miles. Therefore, it is proposed to increase the limits of the Arboleda Road Freeway project to include restriping of the Mission Avenue Interchange/Freeway project. It is expected that the cost of the restriping can be funded from the Arboleda Road Freeway project contingency budget, and no additional funding is needed. The proposed changes are shown in the table below.

REVISE: ARBOLEDA ROAD FREEWAY PROJECT (PPNO 5414)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Merced	10	5414	41570	CO	2011-12	4.6	10.5 R12.7	99					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Merced County Association of Governments												
Project Title:	Arboleda Road Freeway												
Location	Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow 0.3 mile south of Childs Avenue.												
Description:	Convert to 6 lane freeway from Buchanan Hollow Road to Miles Creek Overflow, restripe from four lanes to six lanes from Miles Creek Overflow to 0.3 mile south of Childs Avenue, and construct interchange at Arboleda Road. (TCRP #104)												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IP													
Existing	31,333	31,333						23,900		4,917	546	1,970	
Change	0	0						0		0	0	0	
Proposed	31,333	31,333						23,900		4,917	546	1,970	
State Bond													
Existing	91,319	91,319							78,360		959		12,000
Change	0	0							0		0		0
Proposed	91,319	91,319							78,360		959		12,000
TCRP (Committed)													
Existing	5,000	5,000									4,400	600	
Change	0	0									0	0	
Proposed	5,000	5,000									4,400	600	
Total													
Existing	127,652	127,652						23,900	78,360	4,917	5,905	2,570	12,000
Change	0	0						0	0	0	0	0	0
Proposed	127,652	127,652						23,900	78,360	4,917	5,905	2,570	12,000

RESOLUTION R99-PA-1314-02

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.1c.(5a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Katie Benouar
Division Chief
Transportation Planning

Subject: TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1314-06, AMENDING RESOLUTION TCIF- P-1213-78

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Proposition 1B Trade Corridors Improvement Fund (TCIF) project Baseline Agreement for Project 64, Lenwood Road Grade Separation Project (PPNO 1135) in San Bernardino County (County).

ISSUE:

The San Bernardino Associated Governments (SANBAG) proposes to amend the TCIF Project Baseline Agreement for Project 64, Lenwood Road Grade Separation Project (Project), to update the Implementing Agency from the city of Barstow (City) to SANBAG for all Project components.

SANBAG, the City, and the County are all funding partners on the Project. The City recognized that they did not have the resources or expertise that SANBAG would have in managing a grade separation project and were concerned about their ability to meet the TCIF milestones. Therefore, the City and the County requested that SANBAG take the lead agency role on the Project.

BACKGROUND:

The Project was adopted into the Proposition 1B TCIF Program by the Commission on April 10, 2008, under Resolution TCIF-P-0708-01. A Baseline Agreement executed by the Department, the Commission, the City, and SANBAG was approved on October 29, 2008, under Resolution TCIF-P-0809-04B. A Baseline Amendment was approved on October 24, 2012, under Resolution TCIF-P-1213-12, to revise the delivery schedule, cost, and funding plan. A subsequent Baseline Amendment was approved on May 7, 2013, under Resolution TCIF-P-1213-57, to update the delivery schedule, cost, and funding plan. An additional Baseline Amendment was approved on June 11, 2013, under Resolution TCIF-P-1213-78, to update the cost and funding plan.

The Project will construct a four-lane grade separation at the Burlington Northern Santa Fe (BNSF) Railway at Lenwood Road in the City. The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the BNSF system by eliminating the potential for vehicle or pedestrian versus train accidents.

RESOLUTION TCIF-P-1314-06

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 64, Lenwood Road Grade Separation Project (PPNO 1135), in accordance with the changes described and illustrated above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.1c.(5b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Katie Benouar
Division Chief
Transportation Planning

Subject: TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1314-07, AMENDING RESOLUTION TCIF-P-1213-65

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Proposition 1B Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 46, Sunset Avenue Grade Separation (PPNO 1122).

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 46, Sunset Avenue Grade Separation (Project), to update the Implementing Agency from the city of Banning (City) to Riverside County for the Project construction component.

The Project is located in the City and was originally combined with an interchange project that was delayed in the planning stages. As a result of the delays to the grade separation project, the City sought the expertise of Riverside County to assist with delivering the project.

BACKGROUND:

The Project was adopted into the Proposition 1B TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed between the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B. A Project Baseline Agreement Amendment was approved March 5, 2013, under Resolution TCIF-P-1213-45, to update the project delivery schedule, cost, and funding plan. An additional Baseline Amendment was approved on June 11, 2013, under Resolution TCIF-P-1213-65, to update the delivery schedule, cost, and funding plan.

The Project is located in the city of Banning, on Sunset Avenue, at Interstate 10 (I-10) from south of Ramsey Street to south of Lincoln Street, to lower Sunset Avenue. The Project will construct an underpass at the Union Pacific Railroad (UPRR) crossing and reconstruct the I-10 interchange ramps to meet the new street grade. The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossing.

RESOLUTION TCIF-P-1314-07

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 46, Sunset Avenue Grade Separation Project (PPNO 1122), in accordance with the changes described and illustrated above.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 2.2b
Action

From: ANDRE BOUTROS
Executive Director

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (DEIR/EIS) FOR THE STATE ROUTE 58 (SR-58) KRAMER JUNCTION EXPRESSWAY PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the DEIR/EIS for the SR-58 Kramer Junction Expressway Project in Kern County?

RECOMMENDATION:

Staff recommends that the Commission make no comments relative to the alternatives or environmental impacts addressed in the DEIR/EIS. However, staff recommends that a letter be sent to the Department that states the following:

- The Commission has no comments with respect to the alternatives or environmental impacts addressed in the DEIR/EIS.
- The Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project.
- If funds or other actions under the purview of the Commission are anticipated, upon completion of the final environmental document, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The Department is the designated CEQA/NEPA Lead Agency responsible for the environmental review of the project. For project summary information, please see the Department's memorandum included as agenda item 2.2b (1).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.2b.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Katrina Pierce
Division Chief
Environmental Analysis

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the October 2013 Commission meeting on the following Draft Environmental Impact Report:

ISSUE:

06-Ker-58, PM R143.5/R143.9, 08-SBd-58, PM 0.0/12.9

This project in San Bernardino County will widen a portion of State Route 58 (SR 58) from two lanes to four lanes, as well as construct a SR 58/United States Route 395 (US 395) Interchange and an overhead structure at Burlington Northern Santa Fe Railway near the town of Boron. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost is \$199,509,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Transportation Improvement Program.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Alternative 1 - This alternative would construct a four-lane divided expressway with partial control of access, an interchange at the SR 58/US 395 junction and a railroad grade separation approximately 2.5 miles east of Kramer Junction.
- Alternative 1A - This alternative is the same as Alternative 1 with the exception of a different interchange geometry at the SR 58/US 395 junction .

- Alternative 2 - This alternative would construct a four-lane divided expressway with partial control of access, an interchange at the SR 58/US 395 junction and a railroad grade separation approximately 3.9 miles west of Kramer Junction.
- Alternative 3 - This alternative would construct a four-lane divided expressway with partial control of access, an interchange at the SR 58/US 395 junction and a railroad grade separation approximately 2.6 miles west of Kramer Junction.

The decision to prepare an Environmental Impact Report was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Land Use
- Consistency with Local Plans
- Community Impacts
- Traffic and Transportation
- Visual/Aesthetics
- Cultural Resources
- Hazardous Waste
- Paleontology
- Noise and Vibration
- Air Quality
- Biological
- Cumulative Impacts

Measures to be incorporated to minimize impacts of the project are included in the attached table of potential impacts and proposed mitigation measures.

Attachments

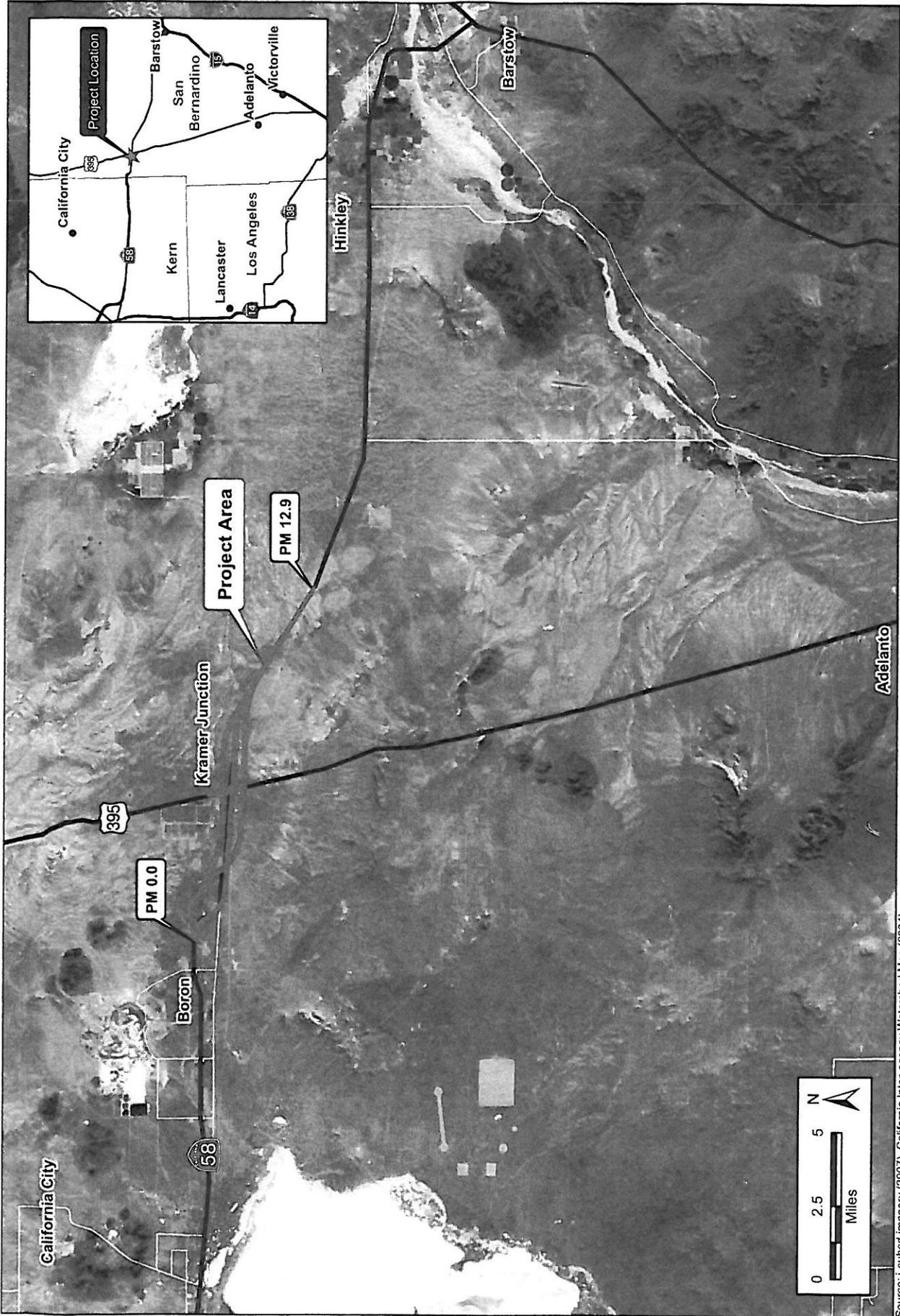


Figure 1.1
Regional Vicinity Map
State Route 58 Kramer Junction Expressway Project

Source: i-cubed Imagery (2007), California Inter-agency Watershed Map (2004)

State Route 58 Kramer Junction Expressway Project
 06-Ker-58 PM R143.5/R143.9
 08-SB6-58 PM R0.0/R12.9
 EA 08-34770
 Project Number 0800000616

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Table S-2: Summary of Potential Impacts & Proposed Measures by Alternative

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Cost	\$149,195,000	\$147,437,000	\$332,202,000	\$196,075,000	No impact, but Alternative 4 would not preclude costs in necessary maintenance.	N/A
Land Use: Existing & Future Land Use	Acquisitions would be required; inconsistencies would result with existing land uses. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Acquisitions would be required; inconsistencies would result with existing land uses. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Acquisitions would be required; inconsistencies would result with existing land uses. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Acquisitions would be required; inconsistencies would result with existing land uses. Impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	Amendments to the zoning and land use designations for parcels affected by the proposed project would be required.
Land Use: Consistency with State, Regional, and Local Plans	Alternative 1 would be consistent with applicable plans. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 1A would be consistent with applicable plans. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 2 would be consistent with applicable plans. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 3 would be consistent with applicable plans. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 4 would be inconsistent with portions of the County of San Bernardino General Plan.	None required
Growth	Project-related growth would not occur.	Project-related growth would not occur.	Project-related growth would not occur.	Project-related growth would not occur.	Project-related growth would not occur.	None required
Farmlands/ Timberlands:	No impact.	No impact.	No impact.	No impact.	No impact.	None required
Community Impacts	Displacement of four uses would occur under Alternative 1: <ul style="list-style-type: none"> Antique shop Anique car restoration shop Airplane hangar/storage facility Residence Business impacts associated with changes to traffic patterns at the junction may reduce number of customers stopping. Removal of businesses would alter the character of the junction Access to businesses on existing SR-58 and to the northwest of the junction would be reduced. Impacts to the community would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	Displacement of one use would occur under Alternative 1A: <ul style="list-style-type: none"> Airplane hangar/storage facility Business impacts associated with changes to traffic patterns at the junction may reduce number of customers stopping. Access to businesses on existing SR-58 and to the northwest of the junction would be reduced. Impacts to the community would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	Displacement of up to 14 uses would occur under Alternative 2: <ul style="list-style-type: none"> Pilot Travel Center and Subway Restaurant Chevron gas station 76 gas station/ convenience store Arco and AMPM Burger King Roadhouse Restaurant Residence Relax Inn motel Tire service shop Gift shop Two vehicle maintenance/scrap facilities Southern CA Edison Utility Substation Wastewater impoundment basins Substantial changes to community character and negative impacts on employees that would be displaced. Business impacts associated with changes to traffic patterns at the junction may reduce number of customers stopping. Access to businesses on existing SR-58 and to the northwest of	No displacement would occur under Alternative 3. Business impacts associated with changes to traffic patterns at the junction may reduce number of customers stopping. Access to businesses on the existing SR-58 would be reduced. Impacts to the community would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	No impact. No impact. No impact.	CI-1: Caltrans will ensure that direct vehicle access to all businesses and residences from both northbound and southbound directions of US-395 is achieved following construction. CI-2: A Construction Management Plan and a Transportation Management Plan (see TR-1) will be prepared for the project and include coordination efforts that will inform the community about project activities, maintain access to and from the project area during construction, minimize construction-period traffic, and control glare, dust, and noise. Measures to minimize construction impacts in these sections also apply to minimizing permanent community cohesion/character impacts. CI-3: To address bypass impacts, Caltrans will coordinate with the community and County regarding the possibility of placing a Welcome sign at both ends of the proposed expressway with brief information encouraging visitors to visit services offered at Kramer Junction. CI-4: During Final Design and Construction, every effort will be made to further minimize the amount of right-of-way needed for the facility and to further minimize community and environmental impacts. ECON-1: Sufficient relocation resources will be made available to displaced businesses in accordance with the Uniform Relocation Assistance and Property Acquisition Act to 1970 as amended (42 USC Secs. 4601-4655). ECON-2: Businesses displaced by the project alternatives will be relocated in an area that is comparable to the existing location in terms of accessibility and traffic volume. ECON-3: Signage provisions will be made available to businesses whose temporary or permanent visibility and

Summary

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures vehicular access change as a result of the project.
Environmental Justice	Impacts from SR-58 through-traffic bypassing Kramer Junction businesses have the potential to reduce economic activity at these businesses, which employ low-wage and minority workers. With incorporation of mitigation measures aimed at maintaining the commercial viability of Kramer Junction businesses, effects would not be disproportionately high and adverse on environmental justice populations.	Impacts from SR-58 through-traffic bypassing Kramer Junction businesses have the potential to reduce economic activity at these businesses, which employ low-wage and minority workers. With incorporation of mitigation measures aimed at maintaining the commercial viability of Kramer Junction businesses, effects would not be disproportionately high and adverse on environmental justice populations.	Minority and low-wage workers, who may be member of low-income households, are employed at Kramer Junction businesses that would be displaced under Alternative 2. These effects have the potential to be disproportionately high and adverse on environmental justice populations. Implementation of mitigation measures would reduce the effects, but potential effects would remain substantial following mitigation.	Impacts from SR-58 through-traffic bypassing Kramer Junction businesses have the potential to reduce economic activity at these businesses, which employ low-wage and minority workers. With incorporation of mitigation measures aimed at maintaining the commercial viability of Kramer Junction businesses, effects would not be disproportionately high and adverse on environmental justice populations.	No impact.	For details on measures ECON-1 through ECON-3, please see Section 3.4 in Chapter 3.
Utilities	Utility relocation would be required. Impacts would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	Utility relocation would be required. Impacts would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	Utility relocation would be required, including the Southern California Edison facility to the southwest of Kramer Junction. Impacts would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	Utility relocation would be required. Impacts would be minor adverse under NEPA and less than significant under CEQA following the implementation of mitigation measures.	No impact.	UT-1. Caltrans will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction. If Alternative 2 is selected as the preferred alternative, a coordination plan will be established with SCE. The coordination plan will include specific measures to minimize electrical service disruption that would occur with relocation of the existing SCE substation. This coordination plan will be in place and agreed upon by Caltrans and SCE before any relocation activities occur as a result of the proposed project. For details on measures TR-1 and TR-2, please see Section 3.5 in Chapter 3.
Traffic and Transportation/Pedestrian and Bicycle Facilities	A beneficial effect on traffic operations would occur. No impact to pedestrian and bicycle facilities would occur. Temporary construction impacts would be minimized with measure TR-1.	A beneficial effect on traffic operations would occur. No impact to pedestrian and bicycle facilities would occur. Temporary construction impacts would be minimized with measure TR-1.	A beneficial effect on traffic operations would occur. No impact to pedestrian and bicycle facilities would occur. Temporary construction impacts would be minimized with measure TR-1.	A beneficial impact to traffic operations would occur. No impact to pedestrian and bicycle facilities would occur. Temporary construction impacts would be minimized with measure TR-1.	No impact would occur, including none of the beneficial impacts to traffic operations projected under the build alternatives.	TR-1. Caltrans will prepare a TMP to ensure that local and regional traffic moves efficiently during construction. The TMP and the construction plans will be provided to community agencies, such as the fire department, prior to project commencement. The information provided will include access and traffic management plans that describe any projected temporary street closures or expected traffic delays due to construction vehicles on the roadways. The following elements will be major components of the project TMP: <ul style="list-style-type: none"> • A public awareness campaign related to the scheduling of work; • A construction zone enforcement enhancement program (COZEEP); • Use of portable changeable message signs

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures (FCMS):
Visual/Aesthetics	Viewers located close to the Alternative 1 alignment would experience impacts to their northern- and southern-facing views because a highway and interchange would be introduced where none currently exists. Impacts would be substantial adverse under NEPA and significant under CEQA. Implementation of mitigation measures would reduce impacts, but impacts would remain substantial adverse and significant.	Viewers located close to the Alternative 1A alignment would experience impacts to their northern- and southern-facing views because a highway and interchange would be introduced where none currently exists. Impacts would be substantial adverse under NEPA and significant under CEQA. Implementation of mitigation measures would reduce impacts, but impacts would remain substantial adverse and significant.	Viewers located close to the Alternative 2 alignment would experience impacts to their northern- and southern-facing views because a highway and interchange would be introduced where none currently exists. Impacts would be substantial adverse under NEPA and significant under CEQA. Implementation of mitigation measures would reduce impacts, but impacts would remain substantial adverse and significant.	Viewers located close to the Alternative 3 alignment would experience impacts to their northern- and southern-facing views because a highway and interchange would be introduced where none currently exists. Impacts would be substantial adverse under NEPA and significant under CEQA. Implementation of mitigation measures would reduce impacts, but impacts would remain substantial adverse and significant.	No impact.	<ul style="list-style-type: none"> Advance information signing that will communicate the date, time, and duration of ramp closures; Plan road closures to minimize impacts on local circulation to the maximum extent feasible; and Preparation of temporary detour plans, if needed, during the plans, specifications, and estimates (P&S&E) phase of the project. (Note: No detours are anticipated at this time.) <p>For details on measures AES-1 through AES-9, please see Section 3.7 in Chapter 3.</p>
Cultural Resources	Under Alternative 1, no known historic properties would be affected. There are a total of 9 unevaluated archaeological sites within the Alternative 1 footprint that could be affected. With the implementation of mitigation, impacts would be minor adverse under NEPA and less than significant under CEQA.	Under Alternative 1A, no known historic properties would be affected. There are a total of 9 unevaluated archaeological sites within the Alternative 1A footprint that could be affected. With the implementation of mitigation, impacts would be minor adverse under NEPA and less than significant under CEQA.	Under Alternative 2, no known historic properties would be affected. There are a total of 18 unevaluated archaeological sites within the Alternative 2 footprint that could be affected. With the implementation of mitigation, impacts would be minor adverse under NEPA and less than significant under CEQA.	Under Alternative 3, no known historic properties would be affected. There are a total of 10 unevaluated archaeological sites within the Alternative 3 footprint that could be affected. With the implementation of mitigation, impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	<p>CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.</p> <p>CR-2: If human remains are discovered, State Health and Safety Code Section 7059.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact Gary Jones, District 8 Native American Coordinator at (909) 383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.</p>
Hydrology and Floodplains	Alternative 1 would result in the addition of impervious surface in the area, but impacts would be minor adverse under NEPA and less than significant under CEQA. Temporary impacts to natural drainages would be minimized through implementation of measures HF-1 through HF-6.	Alternative 1A would result in the addition of impervious surface in the area, but impacts would be minor adverse under NEPA and less than significant under CEQA. Temporary impacts to natural drainages would be minimized through implementation of measures HF-1 through HF-6.	Alternative 2 would result in the addition of impervious surface in the area, but impacts would be minor adverse under NEPA and less than significant under CEQA. Temporary impacts to natural drainages would be minimized through implementation of measures HF-1 through HF-6.	Alternative 3 would result in the addition of impervious surface in the area, but impacts would be minor adverse under NEPA and less than significant under CEQA. Temporary impacts to natural drainages would be minimized through implementation of measures HF-1 through HF-6.	No impact.	For details on measures HF-1 through HF-6, please see Section 3.9 in Chapter 3.

Summary

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway with Spread Diamond and Cloverleaf Interchange at SR-58/US-395	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Water Quality and Stormwater Runoff	Alternative 1 would increase the amount of impervious surface in the study area by 130 acres, potentially increasing stormwater runoff, but impacts would be minor adverse under NEPA and less than significant under CEQA. Best management practices would be implemented.	Alternative 1A would increase the amount of impervious surface in the study area by 123 acres, potentially increasing stormwater runoff, but impacts would be minor adverse under NEPA and less than significant under CEQA. Best management practices would be implemented.	Alternative 2 would increase the amount of impervious surface in the study area by 317 acres, potentially increasing stormwater runoff. In addition, Alternative 2 would affect 3.44 acres of waters under the jurisdiction of the California Department of Fish and Wildlife. Following the implementation of best management practices and measures related to wetlands, impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 3 would increase the amount of impervious surface in the study area by 356 acres, potentially increasing stormwater runoff. In addition, Alternative 3 would affect 4.7 acres of waters under the jurisdiction of the California Department of Fish and Wildlife. Following the implementation of best management practices and measures related to wetlands, impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	For details on measures WQ-1 through WQ-5, please see Section 3.10 in Chapter 3. See Measures BIO-2 through BIO-5 for wetlands.
Geology/Soils/Seismic/ Topography	Ground shaking and fault rupture would be limited by constructing at the natural grade and in low cuts and embankments. A Stormwater Pollution Prevention Plan (SWPPP) would limit erosion. Impacts would be minor adverse under NEPA and less than significant under CEQA with implementation of GEO-1 and GEO-2.	Ground shaking and fault rupture would be limited by constructing at the natural grade and in low cuts and embankments. A SWPPP would limit erosion. Impacts would be minor adverse under NEPA and less than significant under CEQA with implementation of GEO-1 and GEO-2.	Ground shaking and fault rupture would be limited by constructing at the natural grade and in low cuts and embankments. A SWPPP would limit erosion. Impacts would be minor adverse under NEPA and less than significant under CEQA with implementation of GEO-1 and GEO-2.	Ground shaking and fault rupture would be limited by constructing at the natural grade and in low cuts and embankments. A SWPPP would limit erosion. Impacts would be minor adverse under NEPA and less than significant under CEQA with implementation of GEO-1 and GEO-2.	No impacts.	For details on measures GEO-1 and GEO-2, please see Section 3.11 in Chapter 3.
Paleontology	Alternative 1 has the potential to affect paleontological resources through deep excavation or other ground-disturbing activities. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 1A has the potential to affect paleontological resources through deep excavation or other ground-disturbing activities. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 2 has the potential to affect paleontological resources through deep excavation or other ground-disturbing activities. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	Alternative 3 has the potential to affect paleontological resources through deep excavation or other ground-disturbing activities. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	For details on measures PA-1 through PA-7, please see Section 3.12 in Chapter 3.
Hazardous Waste/ Materials	Alternative 1 would not create new hazards during project operation. With respect to construction, recognized environmental conditions related to three existing uses are present within the project footprint and have the potential to result in substantial adverse impacts if chemicals are released. Impacts are expected to be minor adverse under NEPA and less than significant under CEQA with the implementation of mitigation measures.	Alternative 1A would not create new hazards during project operation. With respect to construction, recognized environmental conditions related to one existing use at the airplane hangar in addition to historical uses are present within the project footprint and have the potential to result in substantial adverse impacts if chemicals are released. Impacts are expected to be minor adverse under NEPA and less than significant under CEQA with the implementation of mitigation measures.	Alternative 2 would not create new hazards during project operation. With respect to construction, recognized environmental conditions related to eight existing uses (including four service stations) in addition to historical uses are present within the project footprint and have the potential to result in substantial adverse impacts if chemicals are released. Impacts are expected to be minor adverse under NEPA and less than significant under CEQA with the implementation of mitigation measures.	Alternative 3 would not create new hazards during project operation. With respect to construction, recognized environmental conditions related to two existing uses (Caltrans facility and wastewater impoundments) are located adjacent to the project footprint and have the potential to result in substantial adverse impacts if chemicals are released. Impacts are expected to be minor adverse under NEPA and less than significant under CEQA with the implementation of mitigation measures.	No impact.	For details on measures HAZ-1 through HAZ-20, please see Section 3.13 in Chapter 3.

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Air Quality	Alternative 1 is in conformity with regional emission standards and would not increase CO and PM concentrations to levels that would result in new air quality violations or worsen existing violations. Temporary construction-related emissions of pollutants would occur, but would be minor adverse under NEPA and less than significant under CEQA with the implementation of standard Caltrans measures.	Alternative 1A is in conformity with regional emission standards and would not increase CO and PM concentrations to levels that would result in new air quality violations or worsen existing violations. Temporary construction-related emissions of pollutants would occur, but would be minor adverse under NEPA and less than significant under CEQA with the implementation of standard Caltrans measures.	Alternative 2 is in conformity with regional emission standards and would not increase CO and PM concentrations to levels that would result in new air quality violations or worsen existing violations. Temporary construction-related emissions of pollutants would occur, but would be minor adverse under NEPA and less than significant under CEQA with the implementation of standard Caltrans measures.	Alternative 3 is in conformity with regional emission standards and would not increase CO and PM concentrations to levels that would result in new air quality violations or worsen existing violations. Temporary construction-related emissions of pollutants would occur, but would be minor adverse under NEPA and less than significant under CEQA with the implementation of standard Caltrans measures.	No impact.	For details on measures AQ-1 and AQ-2, please see Section 3.14 in Chapter 3.
Noise and Vibration	Operation of Alternative 1 is not expected to result in substantial noise increases and may result in noise reductions when compared with existing conditions. Noise would approach or exceed the noise abatement criteria at one modeled receiver, but given the lack of frequent occupation of outdoor areas at this location, noise abatement is not proposed. Operational noise would be minor adverse under NEPA and less than significant under CEQA. Construction-related noise would be minimized with the implementation of standard Caltrans measures.	Operation of Alternative 1A is not expected to result in substantial noise increases and may result in noise reductions when compared with existing conditions. Noise would approach or exceed the noise abatement criteria at two modeled receivers, but given the lack of frequent occupation of outdoor areas at these locations, noise abatement is not proposed. Operational noise would be minor adverse under NEPA and less than significant under CEQA. Construction-related noise would be minimized with the implementation of standard Caltrans measures.	Operation of Alternative 2 is not expected to result in substantial noise increases and may result in noise reductions when compared with existing conditions. Noise would not approach or exceed the noise abatement criteria at any modeled receivers. Operational noise would be minor adverse under NEPA and less than significant under CEQA. Construction-related noise would be minimized with the implementation of standard Caltrans measures.	Operation of Alternative 3 is not expected to result in substantial noise increases and may result in noise reductions when compared with existing conditions. Noise would not approach or exceed the noise abatement criteria at any modeled receivers. Operational noise would be minor adverse under NEPA and less than significant under CEQA. Construction-related noise would be minimized with the implementation of standard Caltrans measures.	No impact.	<p>NOI-1: To reduce noise levels from construction to the extent that is technically feasible and avoid unnecessary annoyance from construction noise, the construction noise control measures listed below will be implemented.</p> <ul style="list-style-type: none"> To the extent practicable, avoid using construction equipment or any other activity that could generate high noise levels near homes. If nighttime construction is required, the community will be advised. Place maintenance yards, hatch plants, haul roads, and other construction-oriented operations in locations that would be the least disruptive to the community. Hold community meetings to explain to area residents the construction work, time involved, and control measures to be taken to reduce the impact of construction work, as appropriate. Schedule the timing and duration of construction activities to minimize noise impacts at noise-sensitive locations. As practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack hammering, or other similar activities when work is close to noise-sensitive areas. Comply with Caltrans' Standard Specification 14-8.02A (2010): <ul style="list-style-type: none"> Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Energy	Operational energy demands would decrease due to increased traffic efficiency. Energy would be consumed during project construction, but would have limited effect on local energy resources. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Operational energy demands would decrease due to increased traffic efficiency. Energy would be consumed during project construction, but would have limited effect on local energy resources. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Operational energy demands would decrease due to increased traffic efficiency. Energy would be consumed during project construction, but would have limited effect on local energy resources. Impacts would be minor adverse under NEPA and less than significant under CEQA.	Operational energy demands would decrease due to increased traffic efficiency. Energy would be consumed during project construction, but would have limited effect on local energy resources. Impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	None required.
Natural Communities	No natural vegetation communities of concern were identified in the project area. Alternative 1 has the potential to disrupt animal movement and would cause habitat fragmentation, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Impacts would be minimized with implementation of BIO-1 and would be minor adverse and less than significant following mitigation.	No natural vegetation communities of concern were identified in the project area. Alternative 1A has the potential to disrupt animal movement and would cause habitat fragmentation, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Impacts would be minimized with implementation of BIO-1 and would be minor adverse and less than significant following mitigation.	No natural vegetation communities of concern were identified in the project area. Alternative 2 has the potential to disrupt animal movement and would cause habitat fragmentation, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Impacts would be minimized with implementation of BIO-1 and would be minor adverse and less than significant following mitigation.	No natural vegetation communities of concern were identified in the project area. Alternative 3 has the potential to disrupt animal movement and would cause habitat fragmentation, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Impacts would be minimized with implementation of BIO-1 and would be minor adverse and less than significant following mitigation.	No impact.	BIO-1: In coordination with CDFW two oversized culverts, east and west of US-395, will be installed as part of the project. These culverts will be a minimum of six feet tall and 10 feet wide.
Wetlands and Other Waters	Alternative 1 would directly affect 3.4 acres of CDFW jurisdictional waters, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Following mitigation, impacts would be minor adverse and less than significant.	Alternative 1A would directly affect 3.4 acres of CDFW jurisdictional waters, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Following mitigation, impacts would be minor adverse and less than significant.	Alternative 2 would directly affect 4.7 acres of CDFW jurisdictional waters, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Following mitigation, impacts would be minor adverse and less than significant.	Alternative 3 would directly affect 4.7 acres of CDFW jurisdictional waters, which would be a substantial adverse effect under NEPA and a significant impact under CEQA. Following mitigation, impacts would be minor adverse and less than significant.	No impact.	For details on measures BIO-2 through BIO-5, please see Section 3.18 in Chapter 3.
Plant Species	Alternative 1 would affect the following non-listed plant species: Barstow woolly sunflower: Loss of 77 individual plants and 275 acres of potential habitat. Desert cymopterus: Loss of 275 acres of potential habitat. Mojave spinneflower: Loss of 41 populations and 275 acres of potential habitat. Crowned mulilla: Loss of 107 populations and 663 acres of potential habitat. Joshua tree: Loss of 12 individual trees. Impacts to plant species would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and	Alternative 1A would affect the following non-listed plant species: Barstow woolly sunflower: Loss of 77 individual plants and 275 acres of potential habitat. Desert cymopterus: Loss of 275 acres of potential habitat. Mojave spinneflower: Loss of 41 populations and 275 acres of potential habitat. Crowned mulilla: Loss of 107 populations and 663 acres of potential habitat. Joshua tree: Loss of 12 individual trees. Impacts to plant species would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and	Alternative 2 would affect the following non-listed plant species: Barstow woolly sunflower: Loss of 276 acres of potential habitat. Desert cymopterus: Loss of 13 individuals and 276 acres of potential habitat. Mojave spinneflower: Loss of three populations and 276 acres of potential habitat. Crowned mulilla: Loss of five populations and 634 acres of potential habitat. Joshua tree: Loss of eight individual trees. Impacts to plant species would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and	Alternative 3 would affect the following non-listed plant species: Barstow woolly sunflower: Loss of 50 individuals and 312 acres of potential habitat. Desert cymopterus: Loss of 21 individuals and 312 acres of potential habitat. Mojave spinneflower: Loss of 11 populations and 312 acres of potential habitat. Crowned mulilla: Loss of 91 populations and 689 acres of potential habitat. Joshua tree: Loss of six individual trees. Impacts to plant species would be substantial adverse under NEPA and significant under CEQA, but they would be	No impact.	For details on measures BIO-6 through BIO-13, please see Section 3.19 in Chapter 3.

Affected Resources	Alternative 1 Northerly Alignment 4-Lane Divided Expressway	Alternative 1A Northerly Alignment 4-Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR-58/US-395)	Alternative 2 Existing Alignment 4-Lane Expressway with Median	Alternative 3 Southerly Alignment 4-Lane Divided Expressway	Alternative 4 No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Animal Species	Alternative 1 would result in the loss of potential habitat for animal species in the following amounts: Burrowing owl: 676 acres Loggerhead shrike: 663 acres Le Conte's Thrasher: 663 acres American Badger: 663 acres Impacts to species identified in the section would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and less than significant following mitigation.	Alternative 1A would result in the loss of potential habitat for animal species in the following amounts: Burrowing owl: 676 acres Loggerhead shrike: 663 acres Le Conte's Thrasher: 663 acres American Badger: 663 acres Impacts to species identified in the section would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and less than significant following mitigation.	Alternative 2 would result in the loss of potential habitat for animal species in the following amounts: Burrowing owl: 647 acres Loggerhead shrike: 634 acres Le Conte's Thrasher: 634 acres American Badger: 634 acres Impacts to species identified in the section would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and less than significant following mitigation.	Alternative 3 would result in the loss of potential habitat for animal species in the following amounts: Burrowing owl: 702 acres Loggerhead shrike: 689 acres Le Conte's Thrasher: 689 acres American Badger: 689 acres Impacts to species identified in the section would be substantial adverse under NEPA and significant under CEQA, but they would be reduced to minor adverse and less than significant following mitigation.	No impact.	For details on measures BIO-14 through BIO-21, please see Section 3.20 in Chapter 3.
Threatened and Endangered Species	Alternative 1 would result in the loss of 543 acres of habitat suitable for the desert tortoise and Mohave ground squirrel (MGS). Following mitigation, impacts on these species would be minor adverse under NEPA and less than significant under CEQA.	Alternative 1A would result in the loss of 543 acres of habitat suitable for the desert tortoise and MGS. Following mitigation, impacts on these species would be minor adverse under NEPA and less than significant under CEQA.	Alternative 2 would result in the loss of 529 acres of habitat suitable for the desert tortoise and MGS. Following mitigation, impacts on these species would be minor adverse under NEPA and less than significant under CEQA.	Alternative 3 would result in the loss of 529 acres of habitat suitable for the desert tortoise and MGS. Following mitigation, impacts on these species would be minor adverse under NEPA and less than significant under CEQA.	No impact.	For details on measures BIO-22 through BIO-42, please see Section 3.21 in Chapter 3.
Invasive Species	There is a potential for the introduction of invasive species related to the construction of Alternative 1. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	There is a potential for the introduction of invasive species related to the construction of Alternative 1A. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	There is a potential for the introduction of invasive species related to the construction of Alternative 2. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	There is a potential for the introduction of invasive species related to the construction of Alternative 3. With the implementation of mitigation measures, impacts would be minor adverse under NEPA and less than significant under CEQA.	No impact.	For details on measures BIO-43 and BIO-44, please see Section 3.22 in Chapter 3.
Cumulative Impacts	Beyond the substantial adverse effects/significant impacts that would occur as a direct result of implementation of Alternative 1, no cumulatively considerable impacts would occur.	Beyond the substantial adverse effects/significant impacts that would occur as a direct result of implementation of Alternative 1A, no cumulatively considerable impacts would occur.	Beyond the substantial adverse effects/significant impacts that would occur as a direct result of implementation of Alternative 2, no cumulatively considerable impacts would occur.	Beyond the substantial adverse effects/significant impacts that would occur as a direct result of implementation of Alternative 3, no cumulatively considerable impacts would occur.	No cumulatively considerable impacts would occur.	None required.

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 2.2c. (1)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE STATE ROUTE (SR)70/FEATHER
RIVER BOULEVARD INTERCHANGE PROJECT (RESOLUTION E-13-67)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the SR-70/Feather River Boulevard Interchange (project) in Yuba County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The County of Yuba (County) is the CEQA lead agency for the project. On March 7, 2012 the County adopted the final MND and found that the project would not have a significant effect on the environment after mitigation. On March 8, 2012, Caltrans determined the project to be categorically excluded from NEPA pursuant to 23 USC 327 Section 6005.

The project is located on SR-70 east of the Feather River, approximately 13 miles south of the City of Marysville in Yuba County. The proposed project will replace the existing at-grade intersection of Feather River Boulevard at SR-70 with a modified L-1/L-9 configuration interchange. The interchange will include a five-lane overcrossing of SR-70, five interchange ramps, removal of the existing at-grade intersection and traffic signal, and utility relocation.

Impacts that require mitigation measures to be reduced to a less than significant level relate to air quality, biological resources, cultural resources, aesthetics, noise, transportation, hazards and hydrology. Mitigation measures include, but are not limited to: development of a Traffic Management Plan and implementation of dust and emission control measures during construction activities; installation of protective fencing around environmentally sensitive areas; implementation of measures to minimize and/or avoid impacts to wetlands, the Giant Garter Snake, and the

Swainson's Hawk, compensatory mitigation for impacts to wetlands, Giant Garter Snake habitat and Swainson's Hawk habitat; implementation of measures to minimize the spread of invasive plant species; measures to address discovery of archaeological or human remains during construction; implementation of design features to minimize visual impacts of the interchange; limitation of construction hours and use of noise attenuation devices on equipment; incorporation of sufficient storage capacity in the right turn lane on the eastbound Feather River Boulevard approach to south bound SR-70; development of a lead compliance plan and appropriate disposal of toxic materials during construction; and implementation of stormwater pollution prevention measures during construction.

On August 16, 2013 the County provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission.

The project is estimated to cost \$19,350,000. The project is proposed to be funded with TCIF (\$4,361,000), Federal (\$3,569,000) and Local (\$11,420,000) funds. Construction is estimated to begin in fiscal year 2013/14.

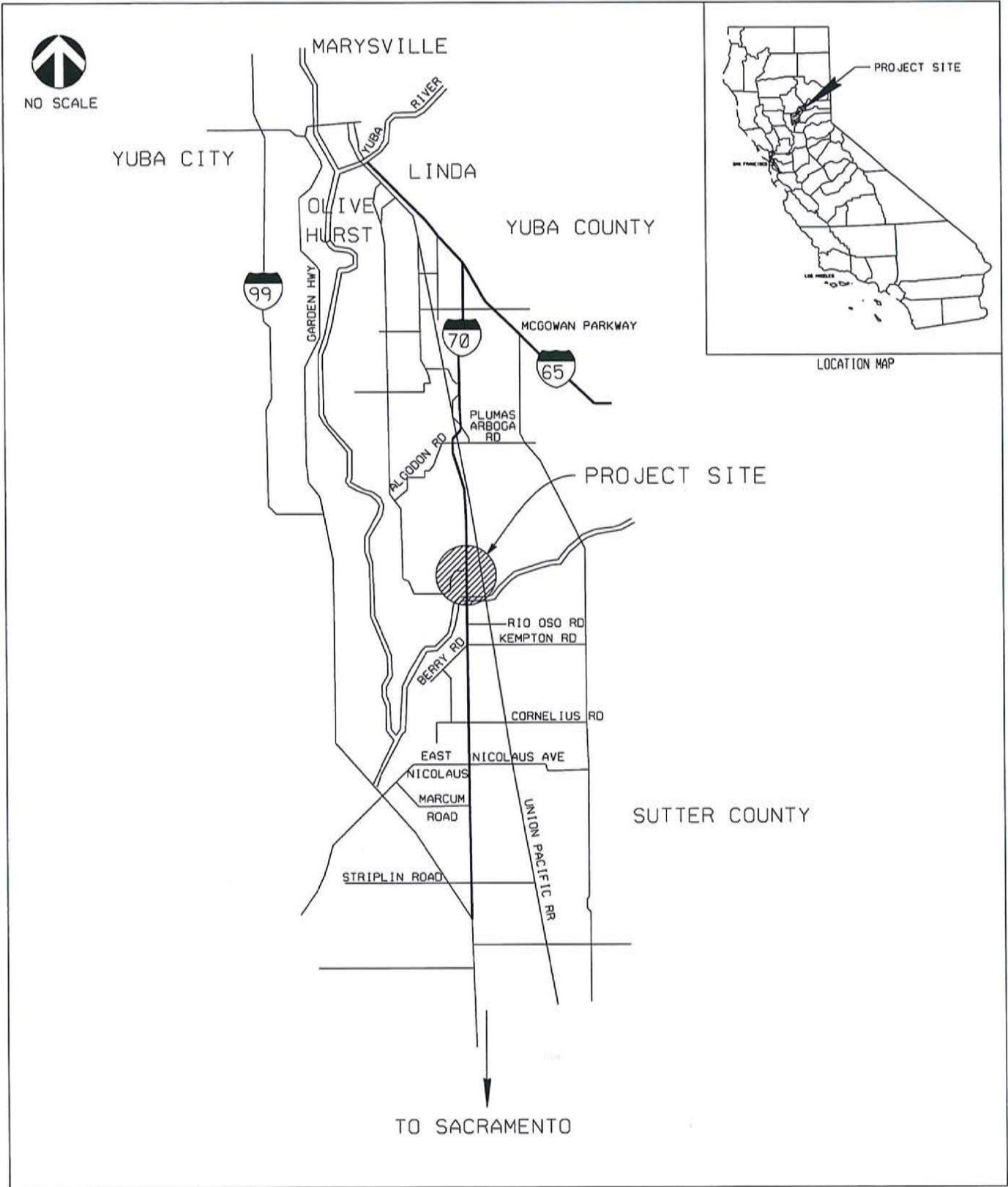
Attachment

- Resolution E-13-67
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Yuba County Resolution E-13-67

- 1.1 **WHEREAS**, the County of Yuba (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - SR-70/Feather River Boulevard Interchange Project
- 1.2 **WHEREAS**, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the proposed project will replace the existing at-grade intersection of Feather River Boulevard at SR-70 with a modified L-1/L-9 configuration interchange. The interchange will include a five-lane overcrossing of SR-70, five interchange ramps, removal of the existing at-grade intersection and traffic signal, and utility relocation; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, the County found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, the County approved the Final Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.



FEATHER RIVER BOULEVARD/STATE ROUTE 70 INTERCHANGE
VICINITY MAP

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 2.2c (2)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE HIGHWAY 1 SAN PEDRO CREEK
BRIDGE REPLACEMENT AND CREEK WIDENING PROJECT (RESOLUTION E-13-68)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) and Addendum for the Highway 1 San Pedro Creek Bridge Replacement and Creek Widening Project (project) in the City of Pacifica and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and Addendum and approve the project for future consideration of funding.

BACKGROUND:

The City of Pacifica (City) is the CEQA lead agency for the project. The project is located on Highway 1 from post mile 40.6 to 40.8 spanning San Pedro Creek in San Mateo County. The project will replace the existing bridge with a 63-foot wide by 140-foot long structure consisting of two 12-foot lanes, two 8-foot wide shoulders and a 12-foot wide separated pedestrian/Class I bicycle path. The project also includes rebuilding a 990-foot long section of roadway at the southern end of the bridge, and a 570-foot long section of roadway at the northern end of the bridge as well as the widening of San Pedro Creek to provide the capacity needed to accommodate 100-year flood flows under the bridge.

On October 24, 2005 the City adopted the final MND for the bridge replacement project and found that the project will not have a significant effect on the environment after mitigation. An Addendum to the 2005 MND was prepared in 2012 to address changes to the bridge design necessary to accommodate flood flows in the San Pedro Creek channel. Changes included raising the bridge elevation from 3 ft to 5 ft, increasing the length of pavement affected at the north and south approaches, and grading within the creek to improve flood capacity. On May 28, 2013 the City adopted the Addendum to 2005 MND and reaffirmed its determination that the project will not have

a significant unavoidable effect on the environment, and that all potentially significant effects will be mitigated to less than significant levels. On September 30, 2011 Caltrans determined the project to be categorically excluded from NEPA pursuant to 23 CFR 771.117(d), this determination was revalidated on May 22, 2013.

Impacts that require mitigation measures to be reduced to a less than significant level relate to Air Quality, Biological Resources, Geology & Soils, Hazards & Hazardous Materials, and Hydrology & Water Quality. Mitigation measures include, but are not limited to: implementation of dust and erosion control measures during construction activities; implementation of measures to avoid and minimize impacts to the California Red Legged Frog, consultation and compliance with federal resource agency direction regarding mitigation required for the potential take of federally listed species; preparation of a geotechnical report prior to final bridge design and incorporation of design recommendations to minimize geotechnical hazards; disposal and/or remediation of project site soils containing elevated lead concentration; and implementation of stormwater pollution prevention measures during construction.

On September 3, 2013 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost \$17,495,000, and is funded with Federal (\$3,300,000), STIP (\$3,000,000), Local (\$10,054,000) and Other funds (\$1,141,000). Construction is estimated to begin in fiscal year 2014/15.

Attachments

- Resolution E-13-68
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04 – San Mateo County Resolution E-13-68

- 1.1 **WHEREAS**, the City of Pacifica has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Highway 1 San Pedro Creek Bridge Replacement and Creek Widening Project
- 1.2 **WHEREAS**, the City of Pacifica has certified that the Mitigated Negative Declaration and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will replace the existing bridge with a 63-foot wide by 140-foot long structure consisting of two 12-foot lanes, two 8-foot wide shoulders and a 12-foot wide separated pedestrian/Class I bicycle path, rebuild a 990-foot long section of roadway at the southern end of the bridge, and a 570-foot long section of roadway at the northern end of the bridge, and widen the San Pedro Creek channel to provide flood capacity; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration and Addendum; and
- 1.5 **WHEREAS**, the City of Pacifica found that the proposed project would not have a significant effect on the environment; and
- 1.6 **WHEREAS**, the City of Pacifica approved the Final Mitigated Negative Declaration and Addendum.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and Addendum and approve the above referenced project to allow for future consideration of funding.



EA 04-265600, San Mateo County, Route 1. Source: Wilsey-Hamm 2012; Copyright© 2011 National Geographic Society, I-cubed

Figure 2 Project Location - USGS Topo Map
 Highway 1 San Pedro Creek Bridge Replacement

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 2.2c. (3)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE FAIRFIELD/VACAVILLE TRAIN
STATION PROJECT (RESOLUTION E-13-69)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Fairfield/Vacaville Train Station Project (project) in Solano County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The City of Fairfield (City) is the CEQA lead agency for the project. On June 1, 2010 the City adopted the final MND and found that the project would not have a significant effect on the environment after mitigation.

The project is located in Solano County in eastern Fairfield on the Union Pacific Railroad Martinez subdivision at the junction of Peabody Road, Cement Hill Road, and Vanden Road. The proposed project will construct a new intermodal Capitol Corridor train station consisting of a rail passenger platform, a new 6 lane roadway overpass for Peabody Road to replace the existing 2 lane at grade crossing, ADA compliant pedestrian/bicycle underpass, bus passenger platform, parking spaces, bike lockers, security cameras, solar panels, other passenger amenities as well as main-line, siding and spur track improvements.

Impacts that require mitigation measures to be reduced to a less than significant level relate to Air Quality, Biological Resources, Cultural Resources, and Hazardous Waste/Materials. Mitigation measures include, but are not limited to: measures to address dust control and erosion during construction; measures to avoid or minimize impacts to vernal pools, nesting birds, and wetlands; measures to address discovery or recognition of archaeological or human remains during

construction; and measures to test for and remediate soil and groundwater contamination if discovered prior to or during project construction.

On August 21, 2013 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. The City also confirmed that the 2010 MND remains valid and that there are no new impacts requiring mitigation which have been identified since adoption of the MND in 2010.

The project is fully funded through construction and is estimated to cost \$59,246,000. The project is funded with STIP (\$4,400,000) and Local funds (\$54,846,000). Construction is estimated to begin in fiscal year 2013/14.

Attachment

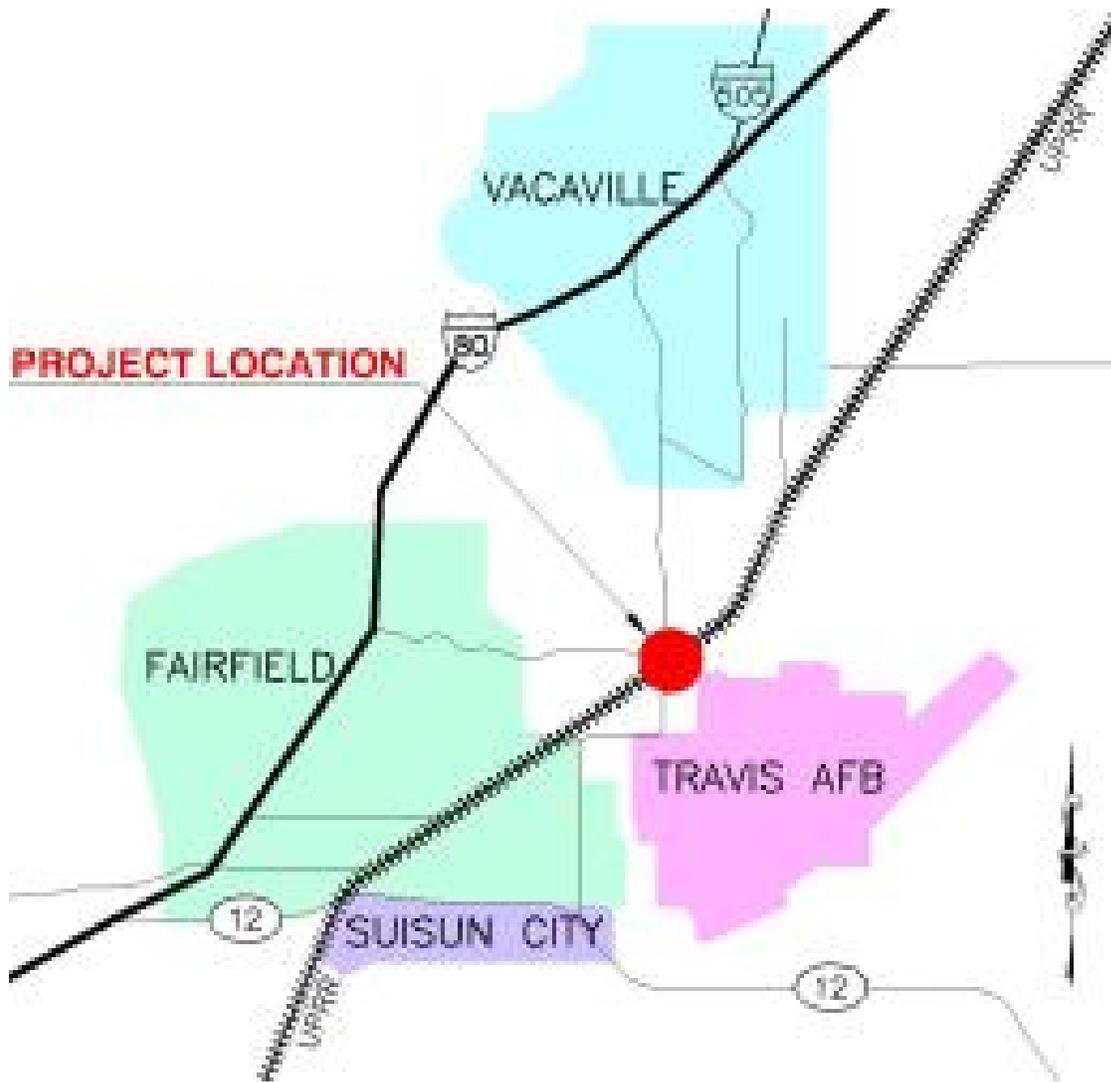
- Resolution E-13-69
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04 – Solano County Resolution E-13-69

- 1.1 **WHEREAS**, the City of Fairfield (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Fairfield/Vacaville Train Station Project
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the proposed project will construct a new intermodal Capitol Corridor train station consisting of a rail passenger platform, a new 6 lane roadway overpass for Peabody Road to replace the existing 2 lane at grade crossing, ADA compliant pedestrian/bicycle underpass, bus passenger platform, parking spaces, bike lockers, security cameras, solar panels, other passenger amenities and main-line, siding and spur track improvements; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, the City found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, the City approved the Final Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.

Exhibit A – Project Location



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 2.2c (4)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
NEGATIVE DECLARATION FOR THE WEST RIDGECREST BOULEVARD WIDENING
PROJECT (RESOLUTION E-13-70)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the West Ridgecrest Boulevard Widening Project (project) in the City of Ridgecrest and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the ND and approve the project for future consideration of funding.

BACKGROUND:

The City of Ridgecrest (City) is the CEQA lead agency for the project. The project will widen and reconstruct a 1.5 mile segment of West Ridgecrest Boulevard to accommodate 4 lanes from Mahan Street to Downs Street and 2 lanes from Downs Street to China Lake Boulevard (SR 178) in the City of Ridgecrest in Kern County. The project will also construct curb, gutter and sidewalk improvements, underground utilities, and install traffic signals.

On March 16, 2005 the City found that the project will not have a significant effect on the environment mitigation measures are not required, and approved the ND. On July 24, 2013, the City revalidated the 2005 ND. On February 15, 2006, the Department determined the project to be a programmatic categorical exclusion pursuant to NEPA. The Department is currently preparing a re-validation of the NEPA determination.

The project is estimated to cost \$8,025,000 and is funded with STIP (\$7,200,000) and local funds (\$825,000). Construction is estimated to begin in fiscal year 2013/14.

Attachment

- Resolution E-13-70
- Project Location

STATE OF CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 09 – Kern County Resolution E-13-70

- 1.1 **WHEREAS**, the City of Ridgecrest (City) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - West Ridgecrest Boulevard Widening Project
- 1.2 **WHEREAS**, the City has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen and reconstruct a 1.5 mile segment of West Ridgecrest Boulevard to accommodate 4 lanes from Mahan Street to Downs Street and 2 lanes from Downs Street to China Lake Boulevard (SR 178) in the City of Ridgecrest in Kern County. The project will also construct curb, gutter and sidewalk improvements, underground utilities, and install traffic signals; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and
- 1.5 **WHEREAS**, the City found that the proposed project would not have a significant effect on the environment; and
- 1.6 **WHEREAS**, the City approved the Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approve the above referenced project to allow for future consideration of funding.

Figure 1: Project Location



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.2c.(6)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Katrina Pierce
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING**
03-Sac-5; PM 9.7/22.5
RESOLUTION E-13-79

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-13-79.

ISSUE:

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Interstate 5 (I-5) in Sacramento County. Addition of bus/carpool lanes on a portion of I-5 near the city of Sacramento. (PPNO 5813, 5835, 5836)

This project in Sacramento County will add High Occupancy Vehicle lanes and construct new sound walls on a portion of I-5 near the city of Sacramento. The project is not fully funded. The total estimated cost is \$202,500,000 for capital and support. The project consists of three separate components; the environmental study, Phase 1, and Phase 2.

The environmental study (PPNO 5813) was completed with federal and local funds, at a total cost of \$4,685,000.

Phase 1 (PPNO 5835) will construct High Occupancy Vehicle lanes and sound walls in both directions from United States Route 50 (US 50) to Morrison Creek. Phase 1 is funded through Plans, Specification, and Estimate with federal dollars, and is programmed in the 2012 State Transportation Improvement Program for Right of Way only. The total estimated cost is \$127,200,000 for capital and support. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Transportation Improvement Program.

Phase 2 (PPNO 5836) will construct High Occupancy Vehicle Lanes from Morrison Creek to south of Stone Lake Creek. Phase 2 is not yet funded. The total estimated cost for capital

and support is \$70,600,000. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2019-20.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include: visual, noise, air quality, community impacts, water quality and stormwater runoff, hazardous waste, geology and soils, paleontology, and biological resources. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures. As a result, a Final Environmental Impact Report was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

03-Sac-5, PM 9.7/22.5

Resolution E-13-79

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

 - Interstate 5 (I-5) in Sacramento County. Addition of bus/carpool lanes on a portion of I-5 near the city of Sacramento. (PPNO 5813, 5835, 5836)
- 1.2** **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 1.5** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines; and
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

FILE	COUNTY	ROUTE	DATE	BY	REVISED
03	Sac	5	09.17.22.5		

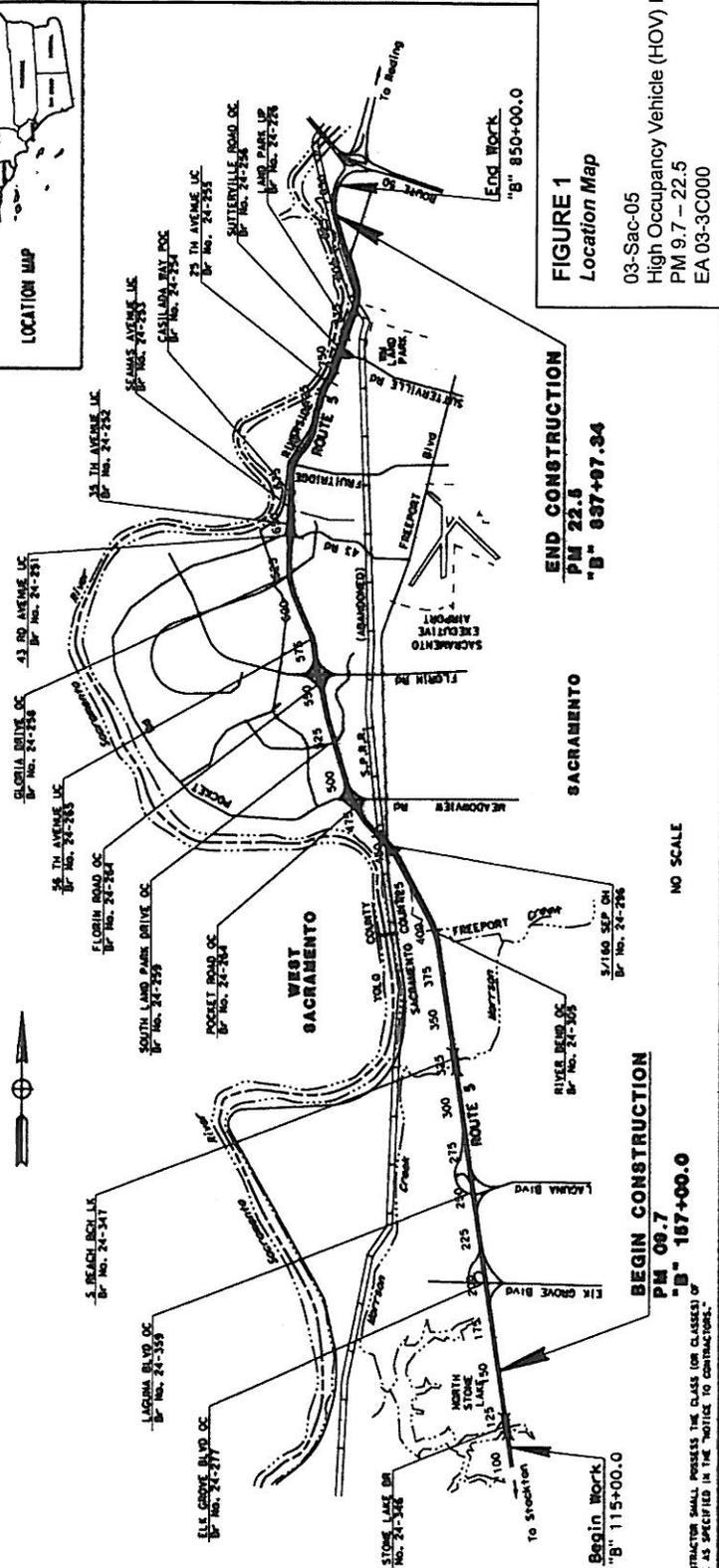
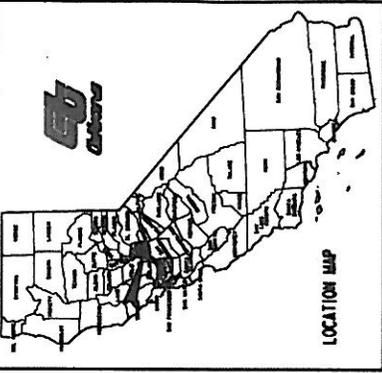


FIGURE 1
Location Map

03-Sac-05
High Occupancy Vehicle (HOV) Lane Project
PM 9.7 - 22.5
EA 03-3C000

BEGIN CONSTRUCTION
PM 09.7
"B" 187+00.0

END CONSTRUCTION
PM 22.5
"B" 837+07.34

NO SCALE

THE CONTRACTOR SHALL PROTECT THE PLANS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS."
REVISIONS LISTED IN THE "REVISIONS" SECTION.

DESIGN ENGINEER: CHARLES OLSON
PROJECT MANAGER: CARLOS PORTILLO

REVISIONS LISTED IN THE "REVISIONS" SECTION.

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE HORIZONTAL SCALE: 1" = 100 FEET

State of California
Department of Transportation



FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE INTERSTATE 5 BUS/CARPOOL LANES PROJECT, SACRAMENTO COUNTY, CALIFORNIA PM 9.7 / 22.5, EA 03-3C000 JUNE 2013

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Threatened and Endangered Species: Giant Garter Snake

Potentially Significant Impact:

Permanent impacts to 0.004 acre of giant garter snake (GGS) upland habitat and 0.0004 acre of GGS aquatic habitat, for a total of 0.0044 acre.

Finding:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Measures will be taken to avoid, minimize, and fully mitigate project impacts. These include:

Giant Garter Snake Mitigation Measures:

- Permanent impacts to GGS habitat will be compensated at a 3:1 replacement ratio. Based on this ratio, 0.0132 acres will be required for mitigation for Level 2 impacts (as defined in the table below).
- Following project completion, temporary impacts will be mitigated by on-site restoration plus 1:1 replacement of giant garter snake habitat. Approximately 5.07 acres of replacement habitat will be required to mitigate for Level 2 temporary impacts (table below).
- Impacts to giant garter snake habitat will likely be mitigated through the purchase of credits at a USFWS approved mitigation bank.

Summary of Giant Garter Snake Conservation Measures

	Effects: Duration	Effects: Acres	Conservation Measure: Compensation
Level 1	1 season	Will not exceed 20 and temporary	Restoration
Level 2	2 seasons	Will not exceed 20 and temporary	Restoration plus 1:1 replacement
Level 3	More than 2 seasons and temporary	Will not exceed 20 and temporary	3:1 Replacement (or restoration plus 2:1 replacement)
	Permanent loss	Will not exceed 3 acres total giant garter snake habitat AND Less than 1 acre aquatic habitat;	3:1 Replacement
<p>Notes: Giant garter snake habitat includes 2.0 acres of surrounding upland habitat for every 1.0 acre of aquatic habitat. The 2.0 acres of upland habitat also may be defined as 218 linear ft of bankside habitat that incorporates adjacent uplands to a width of 200 ft from the edge of each bank. Each acre of created aquatic habitat should be supported by two acres of surrounding upland habitat. Compensation may include creating upland refuges and hibernacula for the giant garter snake that are above the 100-year floodplain. A season is defined as the calendar year period between May 1 and October 1, the active period for giant garter snake when mortality is less likely to occur.</p>			

Giant Garter Snake Avoidance and Minimization Measures:

Following project completion, all areas temporarily disturbed during construction shall be restored following the “Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (*Thamnophis gigas*) Habitat” (Appendix C of the *Programmatic Biological Opinion on the Effects of Small Highway Projects on the Threatened Giant Garter Snake in Butte, Colusa, Glenn, Sacramento, San Joaquin, Solano, Sutter, Yolo, and Yuba Counties, California*) (hereafter, Programmatic BO) (USFWS No. 1-1-03-F-0154, dated January 24, 2005) outlined below.

- When feasible, avoid construction activities within 200 feet from the banks of giant garter snake aquatic habitat. Confine movement of heavy equipment to existing roadways to minimize habitat disturbance.
- Construction activity within habitat should be conducted between May 1 and October 1. This is the active period for giant garter snakes and direct mortality is lessened, because snakes are expected to actively move and avoid danger. Between October 2 and April 30 contact USFWS’s Sacramento Fish and Wildlife Office to determine if additional measures are necessary to minimize and avoid take.
- Confine clearing to the minimal area necessary to facilitate construction activities. Flag and designate avoided giant garter snake habitat within or adjacent to the project area as ESAs, as outlined in Measure 01. These areas should be avoided by all construction personnel.
- Construction personnel should receive USFWS-approved worker environmental awareness training. This training instructs workers to recognize giant garter snakes and their habitat(s).
- 24-hours prior to construction activities, the ESL will be surveyed for giant garter snakes. Surveys of the ESL will be repeated if a lapse in construction activity of two weeks or greater has occurred. If a snake is encountered during construction, activities shall cease until appropriate corrective measures have been completed or it has been determined that the snake will not be harmed. Report any sightings and any incidental take to the USFWS immediately by telephone at (916) 414-6600.
- Any dewatered habitat should remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat.
- After completion of construction activities, remove any temporary fill and construction debris and, wherever feasible, restore disturbed areas to pre-project conditions. Restoration work may

include such activities as replanting species removed from banks or replanting emergent vegetation in the active channel.

Giant Garter Snake Habitat Restoration:

Following project completion, all areas temporarily disturbed during construction will be restored following the "Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat" as outlined below:

- Regrade the area to preexisting contour, or a contour that would improve restoration potential of the site.
- Replant and hydroseed the restoration area. Recommended plantings consist of: a) wetland emergents; b) low-growing cover on or adjacent to banks; and c) upland plantings/hydroseeding mix to encourage use by other wildlife. Riparian plantings are not appropriate because shading may result in lack of basking sites. Native plantings are encouraged except where non-natives will provide additional values to wildlife habitat and will not become invasive in native communities. The applicant should obtain cuttings, plantings, plugs, or seeds from local sources wherever possible. The applicant should attempt to restore conditions similar to that of adjacent or nearby habitats.
- Emergent wetland plants recommended for giant garter snake habitat are California bulrush (*Scirpus californicus*), cattail (*Typha* spp.), and water primrose (*Ludwigia peploides*). Additional wetland plantings may include common tule (*Scirpus acutus*), Baltic rush (*Juncus balticus*), or duckweed (*Lemna* spp.).
- Cover species on or adjacent to the bank may include California blackberry (*Rubus ursinus*) or California wild grape (*Vitis californica*), along with the hydroseeding mix recommended below.
- Upland plantings/hydroseeding mix: Disturbed soil surfaces such as levee slopes should be hydroseeded to prevent erosion. The USFWS recommends a mix of at least 20-40 percent native grass seeds [such as annual fescue (*Vulpia* spp.), California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), and needle grass (*Nassella* spp.)], 2-10 percent native forb seeds, five percent rose clover (*Trifolium hirtum*), and five percent alfalfa (*Medicago sativa*). Approximately 40-68 percent of the mixture may be non-aggressive European annual grasses [such as wild oats (*Avena sativa*), wheat (*Triticum* spp.), and barley (*Hordeum vulgare*)]. Aggressive non-native grasses, such as perennial ryegrass (*Lolium perenne*), cheatgrass (*Bromus tectorum*), fescue (*Festuca* spp.), giant reed (*Arundo donax*), medusa-head (*Taeniatherum caput-medusae*), or Pampas grass (*Cortaderia selloana*) will not be included in the hydroseed mix. Endophyte-infected grasses will not be included in the mix. Mixes of one hundred percent native grasses and forbs may also be used, and are encouraged.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.2c.(5)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared By: Katrina Pierce
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-13-71, E-13-72, E-13-73, E-13-74, E-13-75, E-13-76, E-13-77, and E-13-78.

ISSUE:

01-Hum-101, PM 60.3 **RESOLUTION E-13-71**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 101 (SR 101) in Humboldt County. Excavation and removal of contaminated soil at an existing Caltrans maintenance station on SR 101 in the city of Fortuna. (PPNO 2284)

This project in Humboldt County will excavate and remove contaminated soil at the Fortuna Maintenance Station on SR 101 in the town of Fortuna. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$3,430,000 for capital and support. Construction is estimated to begin in Fiscal Year 2013-14. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. As a result, a ND was completed for this project.

Attachment 1

ISSUE:

03-But-70, PM 23.91/24.46
RESOLUTION E-13-72

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 70 (SR 70) in Butte County. Replace existing bridge on SR 70 near the city of Oroville. (PPNO 2282)

This project in Butte County will replace the existing Flag Canyon Creek Bridge on SR 70 near the city of Oroville. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$5,595,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures would reduce any potential effects on the environment. These measures include, but are not limited to, the replacement of 0.112 acre of wetlands. As a result, a MND was completed for this project.

Attachment 2

ISSUE:

04-Nap-29, PM 47.0/47.2
RESOLUTION E-13-73

The attached resolution proposes to approve for future consideration of funding for the following project for which a Negative Declaration (ND) has been completed:

- State Route 29 (SR 29) in Napa County. Replace an existing bridge on SR 29 near the city of Calistoga. (PPNO 0382D)

This project in Napa County will replace the existing Troutdale Creek Bridge on SR 29 near the city of Calistoga. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$21,475,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. As a result, a ND was completed for this project.

Attachment 3

ISSUE:

05-SLO-1, PM 73.7/74.0
RESOLUTION E-13-74

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 1 (SR 1) in San Luis Obispo County. Roadway improvements to stabilize a portion of SR 1 near the community of Ragged Point. (PPNO 2331)

This project in San Luis Obispo County will construct a retaining wall and realign the highway to stabilize a portion of SR 1 near the community of Ragged Point. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$23,005,000 for capital and support. Construction is estimated to begin in Fiscal Year 2013-14. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. As a result, a ND was completed for this project.

Attachment 4

ISSUE:

05-SBt-25, PM 18.8/19.5
RESOLUTION E-13-75

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 25 (SR 25) in San Benito County. Roadway improvements on a portion of SR 25 near the town of Paicines. (PPNO 2293)

This project in San Benito County will realign and straighten a portion of SR 25 near the town of Paicines. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$4,205,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures would reduce any potential effects on the environment. These measures include, but are not limited to, the replacement of shining navarretia plants at a 1:1 ratio, the designation of an on-site biologist to monitor activities that may disturb the habitat of the California tiger salamander and the California red-legged frog, and the replanting of vegetation in areas disturbed by any project related activities. As a result, a MND was completed for this project.

Attachment 5

ISSUE:

06-Fre-33, PM 10.9/11.1
RESOLUTION E-13-76

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 33 (SR 33) in Fresno County. Replace an existing bridge on SR 33 near the city of Coalinga. (PPNO 1280)

This project in Fresno County will replace the existing Jacalitos Creek Bridge on SR 33 near the city of Coalinga. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$10,739,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures would reduce any potential effects on the environment. These measures include, but are not limited to, purchase of credits at a 3:1 ratio at the Kreyenhagen Hills Conservation Bank for the loss of San Joaquin kit fox and giant kangaroo rat habitat, the designation of an on-site biologist to monitor activities that may disturb sensitive habitat, and the replanting of vegetation in areas disturbed by any project related activities. As a result, a MND was completed for this project.

Attachment 6

ISSUE:

08-SBd-10, PM 17.8/19.3
RESOLUTION E-13-77

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 10 (I-10) in San Bernardino County. Improvements to an existing interchange on I-10 in the community of Bloomington. (EA 1A8300)

This project in San Bernardino County will widen and improve the existing Cedar Avenue interchange on I-10 at Cedar Avenue in the community of Bloomington. The project is fully funded with federal and local dollars. The total estimated cost is \$62,730,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource areas may be impacted by the project: biological resources, traffic and circulation, and aesthetics. Avoidance and minimization measures would reduce any potential effects on the environment. These measures include, but are not limited to, purchasing 0.87 acre of mitigation credits to compensate for loss of habitat of the Delhi Sands flower-loving fly, a Traffic Management Plan will be prepared, and bare soil will be landscaped per an approved landscape plan. As a result, a MND was completed for this project.

Attachment 7

ISSUE:

09-Mno-395, PM 52.3/53.7
RESOLUTION E-13-78

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- United States Route 395 (US 395) in Mono County. Roadway improvements on a portion of US 395 near the town of Lee Vining. (PPNO 0566)

This project in Mono County will flatten the existing steep slopes to reduce rock fall on a portion of US 395 near the town of Lee Vining. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost is \$10,096,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. The following resource area may be impacted by the project: visual resources. Avoidance and minimization measures would reduce any potential effects on the environment. These measures include, a color treatment approved by the U.S. Forest Service will be applied to the anchored mesh and associated hardware, and a plant establishment program will be established. As a result, a MND was completed for this project.

Attachment 8

CALIFORNIA TRANSPORTATION COMMISSION

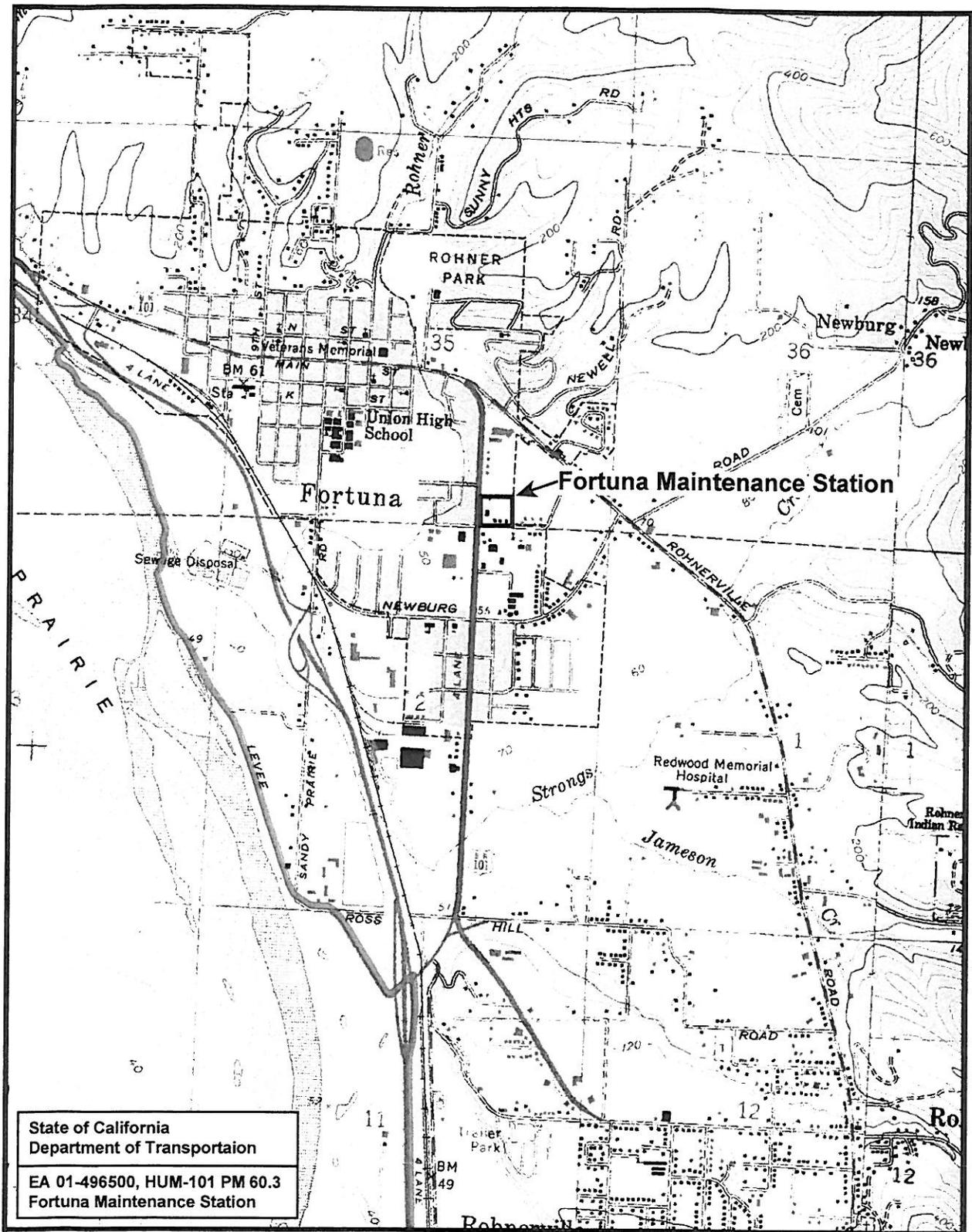
Resolution for Future Consideration of Funding

01-Hum-101, PM 60.3

Resolution E-13-71

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 101 (SR 101) in Humboldt County. Excavation and removal of contaminated soil at an existing Caltrans maintenance station on SR 101 in the city of Fortuna. (PPNO 2284)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1



A Portion of the Fortuna
7.5 Minute Quadrangle



Project Vicinity Map.

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

03-But-70, PM 23.91/24.46

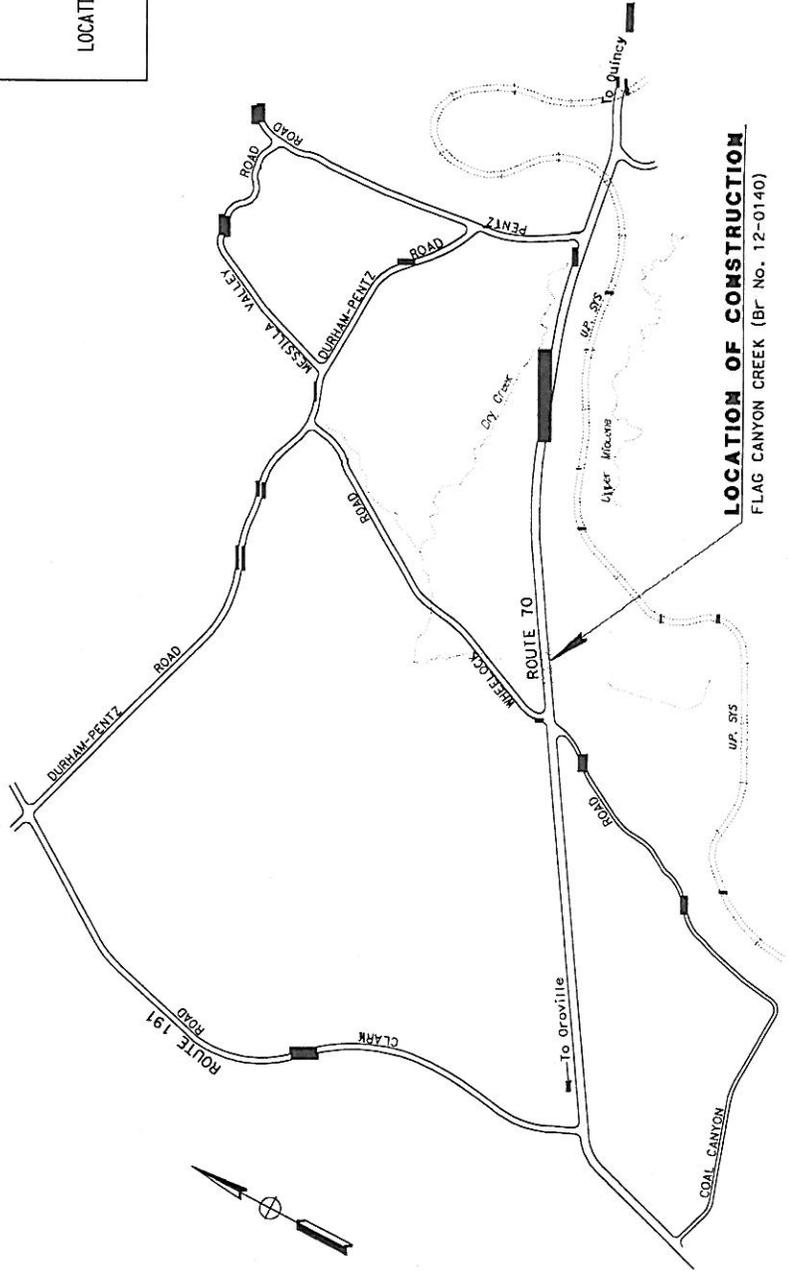
Resolution E-13-72

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 70 (SR 70) in Butte County. Replace existing bridge on SR 70 near the city of Oroville. (PPNO 2282)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR BUILDING CONSTRUCTION
 IN BUTTE COUNTY
 ABOUT 9.0 MILES EAST OF OROVILLE
 AT FLAG CANYON CREEK BRIDGE (Br No. 12-0140)

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



LOCATION OF CONSTRUCTION
 FLAG CANYON CREEK (Br No. 12-0140)

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS."

DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Butt	70	24.26		

LOCATION MAP

PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

DESIGN ENGINEER

PROJECT MANAGER

CONTRACT NO.

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Nap-29, PM 47.0/47.2

Resolution E-13-73

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - State Route 29 (SR 29) in Napa County. Replace an existing bridge on SR 29 near the city of Calistoga. (PPNO 0382D)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 3

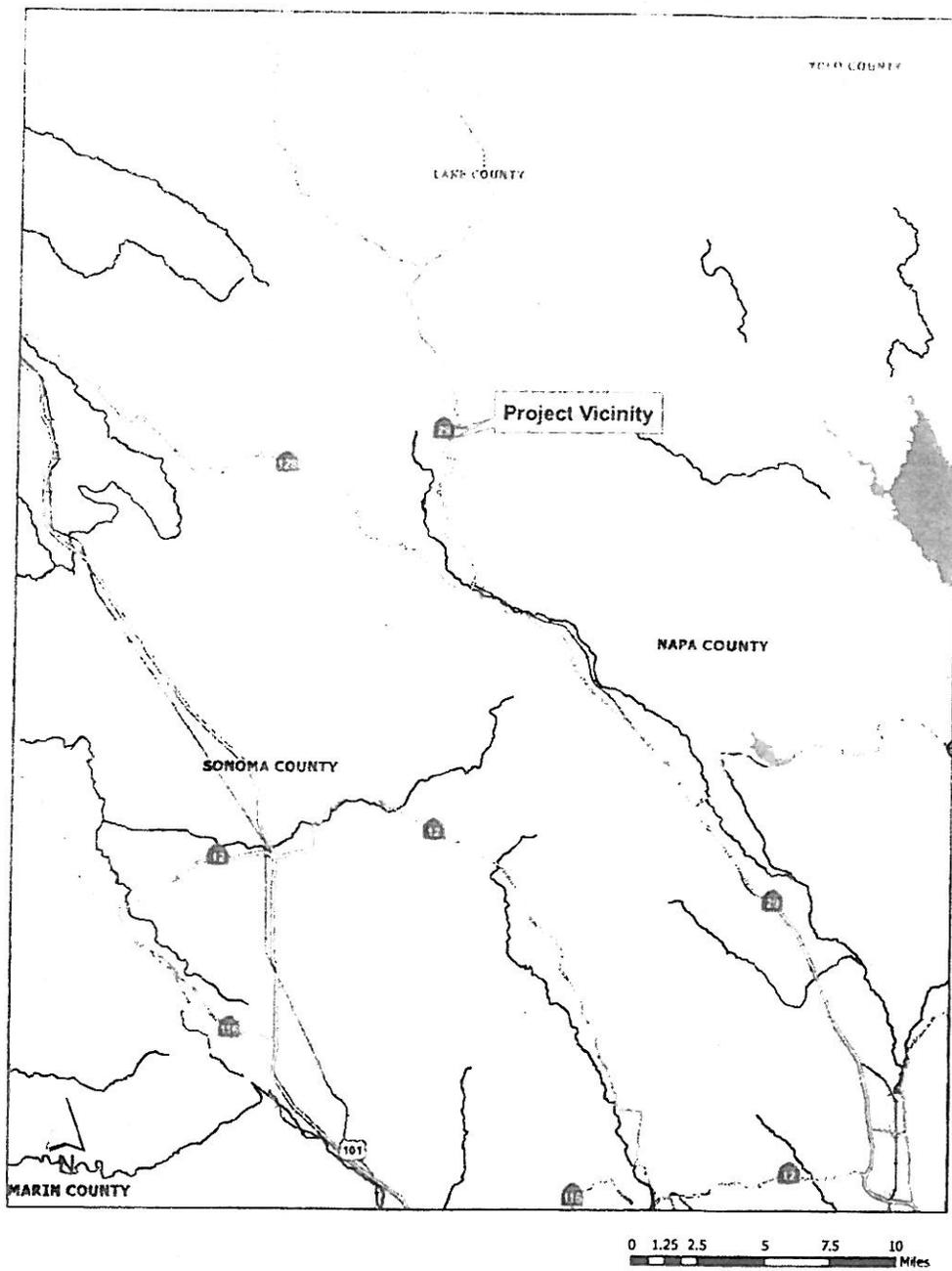


Figure 1 - Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-SLO-1, PM 73.7/74.0

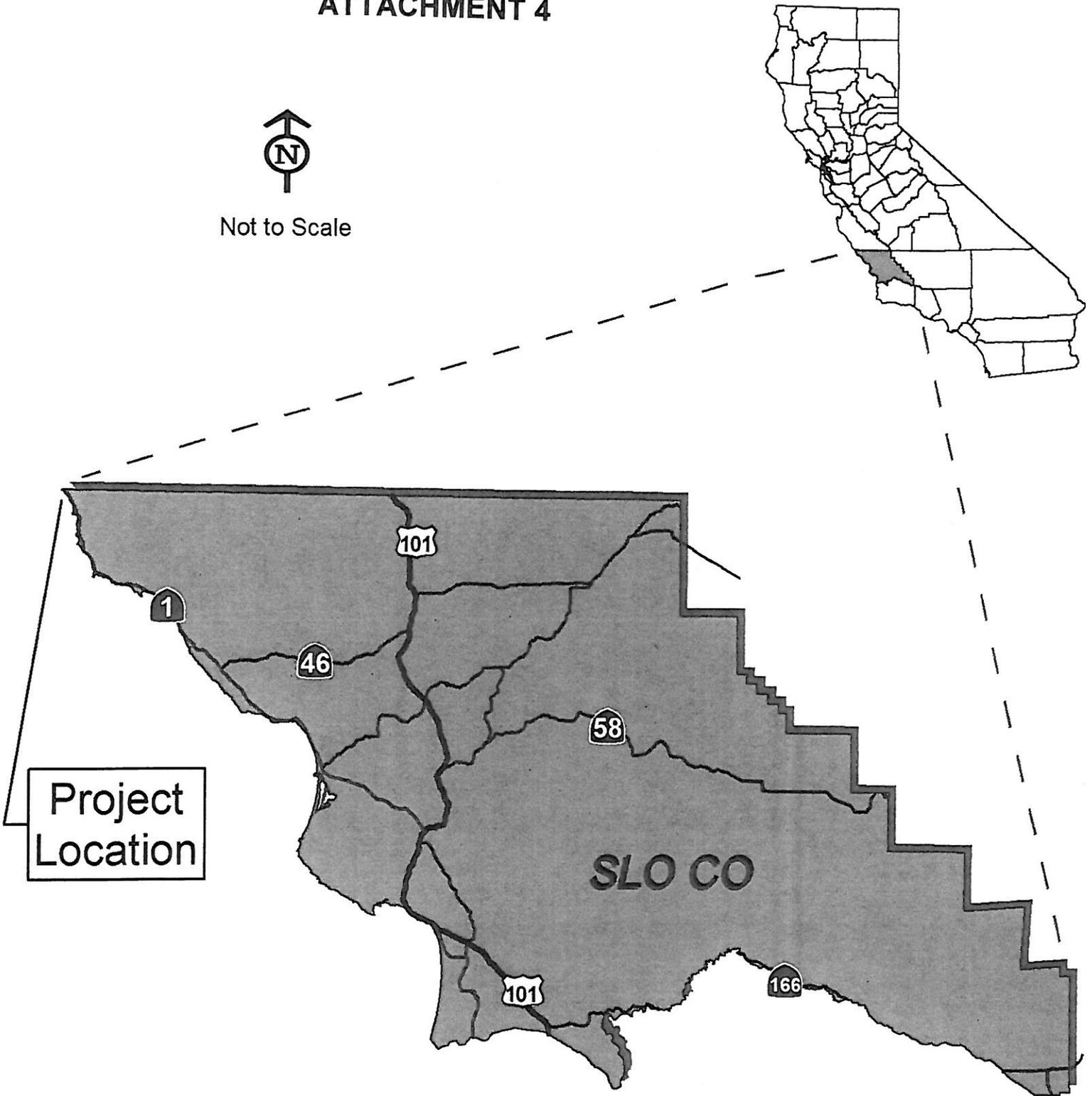
Resolution E-13-74

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - State Route 1 (SR 1) in San Luis Obispo County. Roadway improvements to stabilize a portion of SR 1 near the community of Ragged Point. (PPNO 2331)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 4



Not to Scale



Vicinity Map

Elephant Trunk Slide Permanent Restoration
SLO-1 PM 73.7/74.0
05-492800 / 05 1200 0009

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-SBt-25, PM 18.8/19.5

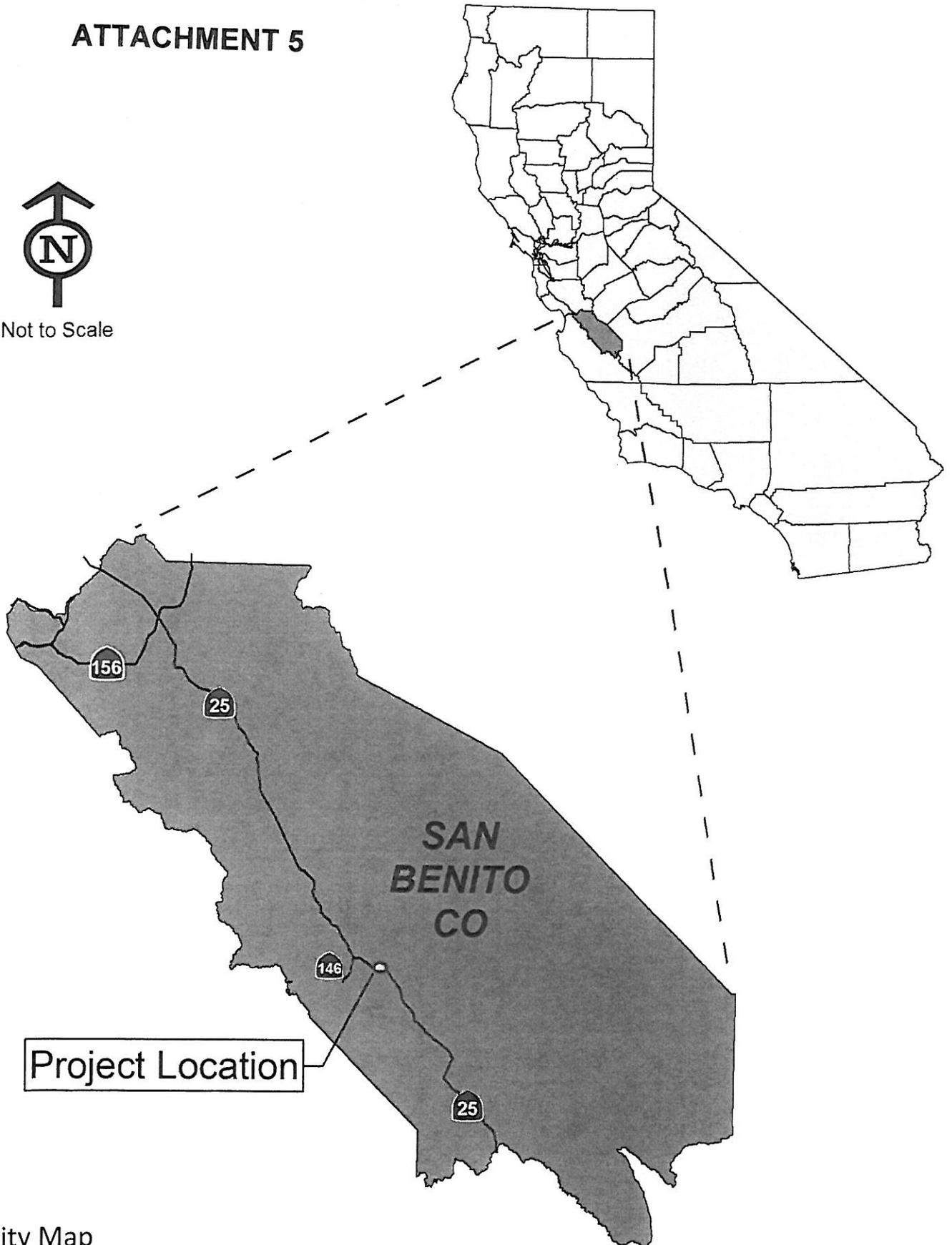
Resolution E-13-75

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 25 (SR 25) in San Benito County. Roadway improvements on a portion of SR 25 near the town of Paicines. (PPNO 2293)
- 1.2** **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 5



Not to Scale



Vicinity Map

Route 25 Curve Realignment
SBt-25 PM 18.8/19.5
05-0T6400 / 05 0002 0030

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

06-Fre-33, PM 10.9/11.1

Resolution E-13-76

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - State Route 33 (SR 33) in Fresno County. Replace an existing bridge on SR 33 near the city of Coalinga. (PPNO 1280)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

INDEX OF PLANS

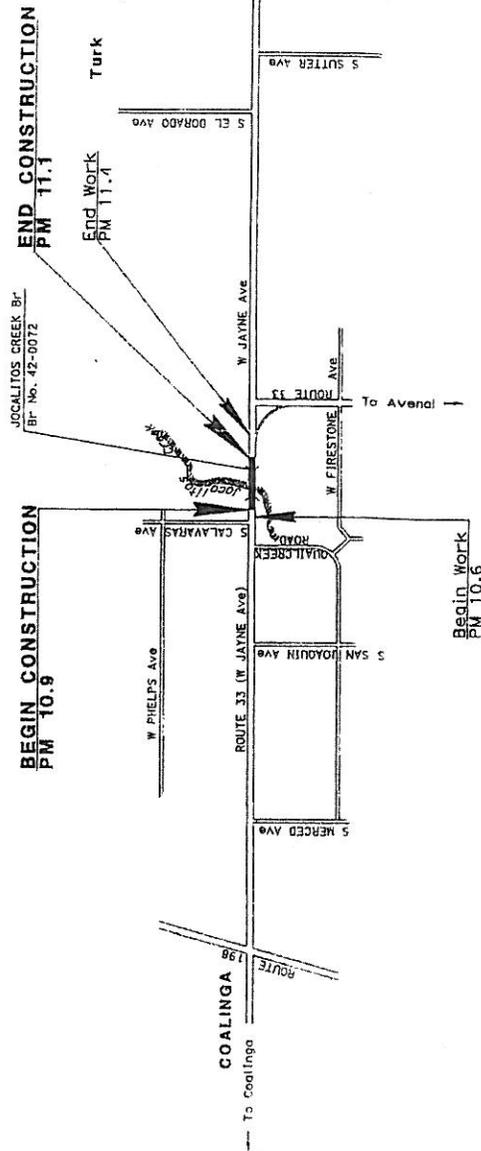
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN FRESNO COUNTY
4 MILES EAST OF CITY OF COALINGA
AT JACALITOS CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
06	Fres	33	10.9/11.1		

LOCATION MAP



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE APPROVAL EXPIRES
06/01/06

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

CONTRACT No.	06-432604
PROJECT ID	0600020388
UNIT	147B
PROJECT NUMBER & PHASE	0600020388

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE NOTICE TO BIDDERS.

FOR THE LAST REVISED 7/27/00 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE HORIZONTAL SCALE 0 1 2 3 4 5 6 7 8 9 10
15 IN INCHES

REVISIONS TO STANDARD PLANS DATED MAY 2006

DESIGN ENGINEER	PROJECT MANAGER
SCALE: AS SHOWN	SCALE: AS SHOWN

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

08-SBd-10, PM 17.8/19.3

Resolution E-13-77

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Interstate 10 (I-10) in San Bernardino County. Improvements to an existing interchange on I-10 in the community of Bloomington. (EA 1A8300)
- 1.2** **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 7

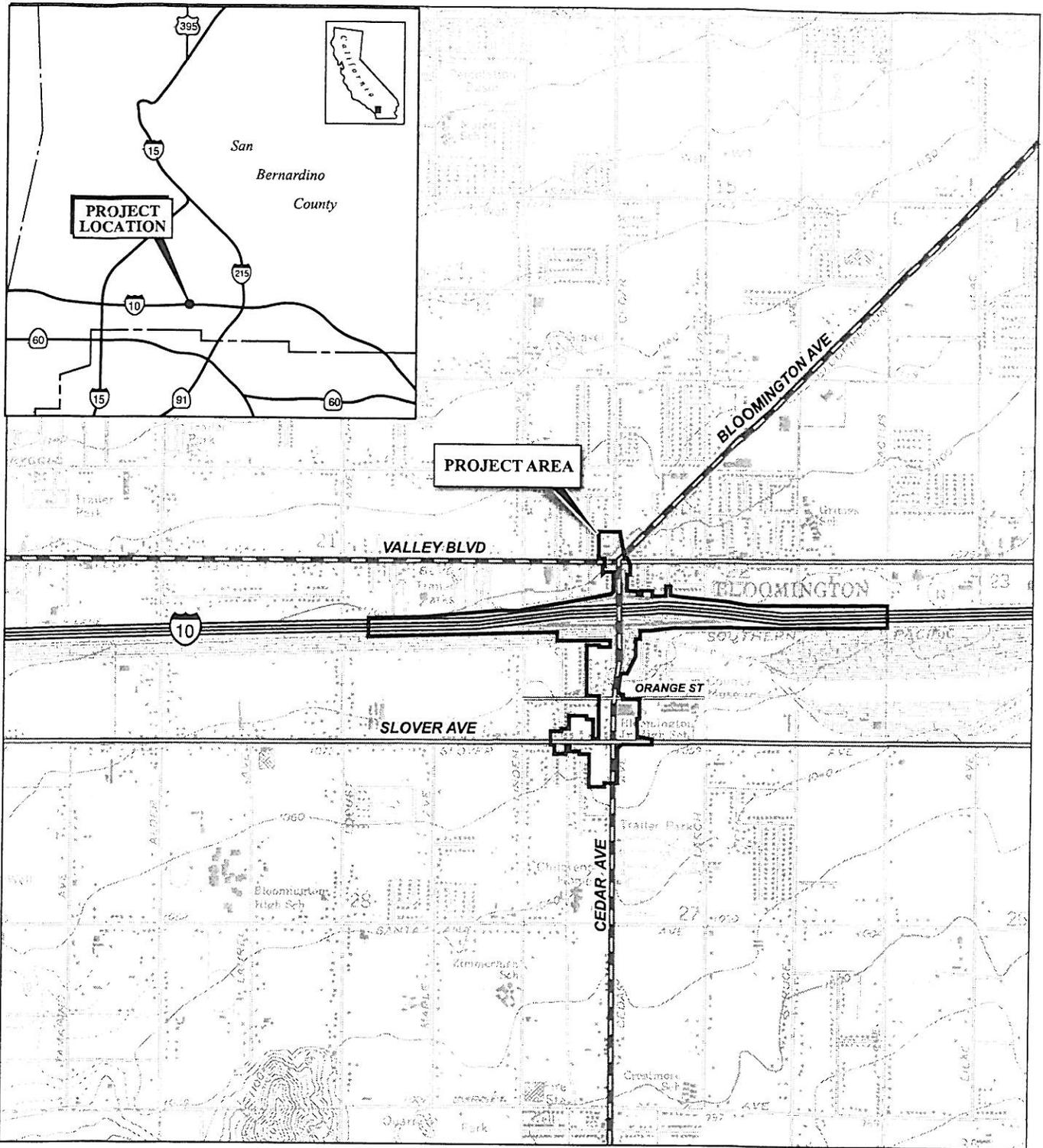
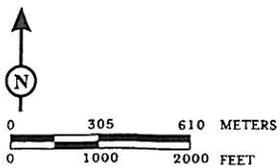


FIGURE 1.1-1



SOURCE: USGS 7.5' QUAD - FONTANA, CALIF.

I:\LIM230G\Fig 1.1-1 Location_v2.cdr (7/27/12)

I-10/Cedar Avenue Interchange Project

Project Location

08-SBD-10.P.M. 17.8/19.3
EA# 1A8300

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

09-Mon-395, PM 52.3/53.7

Resolution E-13-78

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - United States Route 395 (US 395) in Mono County. Roadway improvements on a portion of US 395 near the town of Lee Vining. (PPNO 0566)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

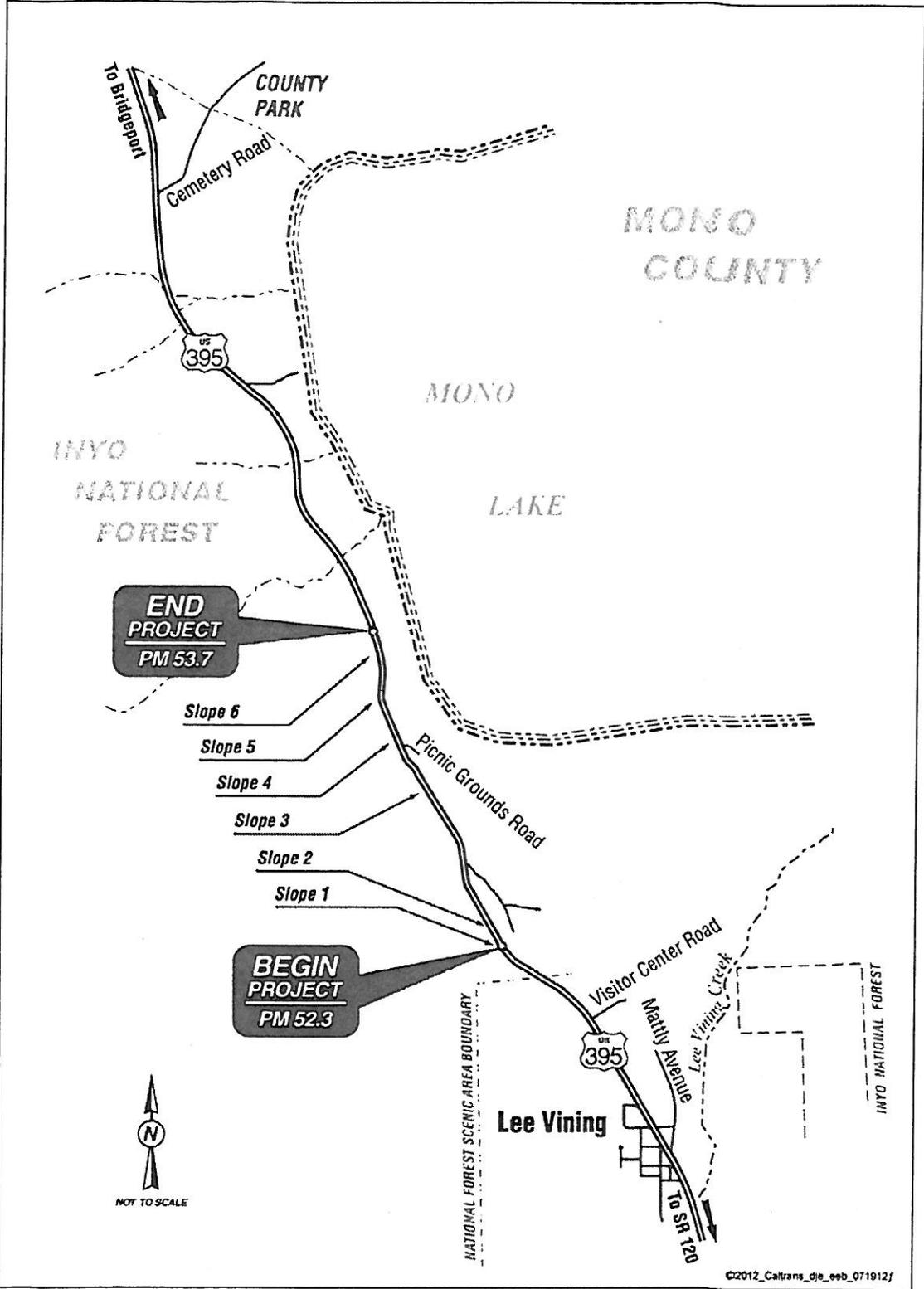


Figure 1-2 Project Location Map

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.3c.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agency identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3881 – 01-Lak-29-PM 6.0
(Request No. 1232) – 2 Segments

Relinquishes right of way in the county of Lake on Route 29 in the unincorporated Town of Middletown at Wardlaw Street, consisting of superseded highway right of way. The County, by resolution dated April 9, 2013, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3882 – 04-SM-101-PM 14.8
(Request No. 56100) – 1 Segment

Relinquishes right of way in the city of San Mateo along Route 101 on Airport Boulevard, consisting of a reconstructed city street. The City, by resolution dated July 15, 2013, agreed to accept title upon relinquishment by the State, and by letter dated August 1, 2013, waived the 90-day notice requirement.

Resolution R-3884 – 07-Ven-1-PM 21.0, 07-Ven-101-PM 22.5/R23.0
(Request No. 1255) – 1 Segment

Relinquishes right of way in the city of Oxnard adjacent to Route 1 and 101 on Wagon Wheel Road, consisting of collateral facilities. The City, by relinquishment agreement, dated September 19, 2013, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3885 – 10-SJ-4-PM 6.0
(Request No. 16644) – 1 Segment

Relinquishes right of way in the county of San Joaquin along Route 4 at Tracy Boulevard, consisting of a realigned and reconstructed county road. The County, by cooperative agreement dated September 16, 2010, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3886 – 11-SD-5-PM R40.69
(Request No. R31148) – 2 Segments

Relinquishes right of way in the city of Encinitas adjacent to Route 5 along Regal Road, consisting of non-motorized transportation facilities. The City, by resolution dated June 16, 2010, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3887 – 11-SD-5-PM R30.4
(Request No. R34591) – 1 Segment

Relinquishes right of way in the city of San Diego along Route 5 on Roselle Street, consisting of roadway and sidewalks. The City, by relinquishment agreement dated June 20, 2013, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3888 – 11-SD-52-PM 16.8
(Request No. R31129-B) – 2 Segments

Relinquishes right of way in the city of Santee along Route 52 at Cottonwood Avenue, consisting of collateral facilities. The City, by freeway agreement dated August 8, 2007, agreed to accept title upon relinquishment by the State, and by letter dated May 9, 2013, waived the 90-day notice requirement.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No: 2.4b.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolution) C-21103 through C-21105, C-21108 through C-21114, C-21116, and C-21119 through C-21124, summarized on the following pages.

ISSUE:

Prior to initiating Eminent Domain proceedings to acquire needed Right of Way for a programmed project, the Commission must first adopt a Resolution stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure.

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

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

The only remaining issues with the property owners are related to compensation.

BACKGROUND:

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21103 - Dick Romberg, et al.

01-Lak-20-PM 8.3 - Parcel 12288-1, 2 - EA 488609.

Right of Way Certification (RWC) Date: 09/01/13; Ready to List (RTL) Date: 03/01/14.

Conventional highway - improve the intersection of State Route (SR) 20 and SR 29. Authorizes condemnation of land in fee for a State highway and a temporary easement for highway construction and for the removal of all those certain improvements which straddle the right of way line. Located in an unincorporated area of the Lake County at 1125 State Highway 20.

Assessor's Parcel Number (APN) 003-034-54.

C-21104 - Carpenter Orchards Inc., a California Corporation

01-Lak-29-PM 52.5 - Parcel 12291-1 - EA 488609.

RWC Date: 09/01/13; RTL Date: 03/01/14. Conventional highway - improve the intersection of SR 20 and SR 29. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Lake County at 9275 Highway 29. APN 003-034-07.

C-21105 - Pacific Gas and Electric, A California Corporation

02-Sha-299-PM 83.5 - Parcel 14112-1; 14113-1 - EA 2E7409.

RWC Date: 04/17/14; RTL Date: 05/19/14. Conventional highway - curve improvement project. Authorizes condemnation of permanent easements for highway purposes. Located in an unincorporated area of Shasta County east of Fall River Mills. APNs 023-350-03, -06.

C-21108 - Barbara B. Herman, Trustee, etc., et al.

07-LA-5-PM 1.40 - Parcel 79859-1, 2 - EA 215929.

RWC Date: 03/14/14; RTL Date: 03/28/14. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Santa Fe Springs at 14050 Freeway Drive. APN 7001-012-030.

C-21109 - Metoche Land, LLC, a California Limited Liability Company

08-SBd-15-PM 44.8 - Parcel 20927-1 - EA 355569.

RWC Date: 01/03/14; RTL Date: 02/03/14. Freeway - add northbound mixed flow lane with auxiliary lane; reconstruct D and E Streets and the Stoddard Wells interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Victorville at Outer Highway 15, north of the Stoddard Wells Road interchange, east of Interstate 15 (I-15). APN 0472-182-16.

C-21110 - Town Square M Properties LLC

08-SBd-15-PM R14.47 - Parcel 22542-1, 2 - EA 0K7109.

RWC Date: 07/31/14; RTL: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/Interstate 215 (I-215) interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a permanent easement for utility purposes to be conveyed to Southern California Edison Company, Verizon, Verizon Business, and Sprint. Located in the unincorporated area of San Bernardino county, north of I-15, west of Woodlawn Avenue and northwest of Nedlee Avenue. APN 0349-112-44.

C-21111 - Robert A. Aaberg, Trustee, etc., et al.

08-SBd-15-PM R15.04 - Parcel 22559-1, 2 - EA 0K7109.

RWC Date: 07/31/14; RTL: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of San Bernardino county at the northwest corner of Kenwood Avenue and Cajon Boulevard. APNs 0349-102-13, -14.

C-21112 - Estate of Robert Neil Scott, Sr., Trustee, etc., et al.

08-SBd-138-PM 11.85 - Parcel 21593-1 - EA 3401U9.

RWC Date: 12/05/13; RTL Date: 01/06/14. Conventional highway - widen to four lanes. Authorizes condemnation of land in fee for a State highway and underlying fee in adjoining public roadway. Located in the unincorporated area of San Bernardino county at the northeast corner of Jadestone Road and SR 138. APN 0351-081-30.

C-21113 - Estate of George Van Dorn

08-SBd-138-PM 6.00 - Parcel 23054-1 - EA 03401U9.

RWC Date: 12/05/13; RTL Date: 01/06/14. Conventional highway - widen to four lanes. Authorizes condemnation of a permanent easement for drainage purposes. Located near the community of Pinon Hills at the intersection of Lebec Road and Pipeline Road. APN 3037-071-01.

C-21114 - Anthony Q. Perysian and Melanie M. Perysian

08-SBd-215-PM 16.65 - Parcel 22489-1, 2 - EA 0K7109.

RWC Date: 07/31/14; RTL: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of San Bernardino at 18754 Cajon Boulevard. APN 0348-132-19.

C-21116 - William G. Morschauser, et al.

08-SBd-215-PM 17.33 - Parcel 22651-1, 2 - EA 0K7109.

RWC Date: 07/31/14; RTL: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the unincorporated area of San Bernardino county east of Devore Road, south of Santa Fe Avenue and north of I-215. APNs 0349-163-15, -16.

C-21119 - Jeffrey Donald Miller

11-SD-76-PM 13.9 - Parcel 34787-1 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and underlying fee. Located in the unincorporated of San Diego County near Fallbrook at 4580 Orange Hill Road. APN 124-140-41-00.

C-21120 - Shirley A. Monroe, et al

11-SD-76-PM 15.5 - Parcel 34795-1 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of a temporary easement for highway construction. Located in the town of Bonsall at Monserate Hill Road. APN 124-351-58-00.

C-21121 - Thomas Eugene Gordon and Marjorie Anne Gordon, Trustees

11-SD-76-PM 16.1 - Parcel 34796-1, 2, 3 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of land in fee for a State highway, a permanent easement for drainage purposes, and a temporary easement for highway construction. Located in the city of Fallbrook at 4141 Pala Road. APN 125-080-13.

C-21122 - Kendall Land, L.P., a California limited partnership

11-SD-76-PM 16.4 - Parcel 34797-1, 2, 3, 4, 5 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, permanent easements for access, and permanent easements for access and utility purposes to be conveyed to San Diego County Water Authority and San Diego Gas & Electric Company. Located in the city of Bonsall on Pala Road. APN 125-080-18-00.

C-21123 - Pala Mesa Pacific Properties, a General Partnership

11-SD-76-PM 16.8 - Parcel 34799-1, 2, 3, 4; 34991-1, 2; & 34992-1 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for highway construction, a permanent easement for drainage, and underlying fee. Located in the County of San Diego near Fallbrook at the northeast corner of SR 76 and Oak Creek Road. APNs 125-050-56; -60, -62.

C-21124 - William C. Raedeker, Trustee

11-SD-76-PM 16.7 - Parcel 34800-1, 2, 3 - EA 257159.

RWC Date: 10/15/13; RTL Date: 10/15/13. Conventional highway - widening and realignment of SR 76. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for highway construction, a permanent easement for drainage, and underlying fee. Located in the unincorporated area of San Diego County near Fallbrook at the northwest corner of SR 76 and Oak Creek Road. APN 125-070-68.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.4d.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **DIRECTOR'S DEEDS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds, included in this item, involve an estimated current value of \$7,225,780. The State will receive a return of \$10,876,916 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-02-SIS-97 PM 35.4

Disposal Units #DD 6636-01-01
#DD 6636-01-02
#DD 6636-02-01
#DD 6636-02-02

MacDoel
12.09 acres
\$18,850
(\$18,850 Appraisal)

Convey to: Boyd P. Braren Trust

Direct sale to only adjoining owner at appraised value. The property is incapable of independent development due to its small size and narrow linear shape. The highest and best use is as plottage to the only adjoining owner.

02-03-BUT-99 PM 2.4

Disposal Unit #DD 024246-01-01
Convey to: JAMKE, a California General Partnership

Gridley
0.23 acre
\$85,100
(\$48,000 Public sale estimate)

Public sale. Selling price represents the highest oral bid received at the third public sale. There were eleven bidders.

03-04-Ala-238 PM 14.6 Castro Valley
04-Ala-580 PM 30.6
Disposal Unit #DD 23917-02-01 0.16 acre
#DD 32647-01-01 0.17 acre
#DD 40765-01-01 0.17 acre
Convey to: J & J Property Investments, LLC \$310,000
(\$150,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at public sale for 3 adjacent vacant lots sold as one unit. There were three bidders.

04-04-Ala-238 PM 13.2x Hayward
Disposal Unit #DD 032726-01-01 0.34 acre
Convey to: Calvin C. Lin \$192,000
(\$100,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the public sale. There were three bidders.

05-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032753-01-01 0.21 acre
Convey to: Behnam Halali \$265,000
(\$190,000 Public sale estimate)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were four bidders.

06-04-Ala-238 PM 13.5x Hayward
Disposal Unit #DD 032758-01-01 0.09 acre
Convey to: Joan A. Serafino \$269,000
(\$210,000 Public sale estimate)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were six bidders.

07-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032761-01-01 0.17 acre
Convey to: Jaswant Singh Nahal & Sharnjit K. Nahal \$350,000
(\$250,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the first public sale. There were three bidders.

08-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032762-01-01 0.17 acre
Convey to: RVEST, LLC \$184,000
(\$60,000 Public sale estimate)
Public sale. Selling price represents the highest bid received at the public sale. There were ten bidders.

09-04-Ala-238 PM 13.5x Hayward
Disposal Unit #DD 032763-01-01 0.17 acre
Convey to: Michael J. Smith \$351,000
(\$240,000 Public sale estimate)

Public sale. Selling price represents the highest oral bid received at the first public sale. There were two bidders.

10-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032766-01-01 0.20 acre
Convey to: The Remodeling Company, Inc. \$406,000
(\$260,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were three bidders.

11-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032768-01-01 0.16 acre
Convey to: The Remodeling Company, Inc. \$430,000
(\$260,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were four bidders.

12-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032770-01-01 0.17 acre
Convey to: The Remodeling Company, Inc. \$305,000
(\$220,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were three bidders.

13-04-Ala-238 PM 13.5X Hayward
Disposal Unit #DD 032771-01-01 0.17 acre
Convey to: The Remodeling Company, Inc. \$310,000
(\$220,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were five bidders.

14-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032772-01-01 0.17 acre
Convey to: The Remodeling Company, Inc. \$410,000
(\$245,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were five bidders.

15-04-Ala-92 PM 8.1X Hayward
Disposal Unit #DD 033529-01-01 0.21 acre
Convey to: Behnam Halali \$115,000
(\$40,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at first public sale. There were five bidders.

16-04-Ala-238 PM 8.2x Hayward
Disposal Unit #DD 033530-01-01 1.09 acres
Convey to: RVest, LLC \$503,000
(\$100,000 Public sale estimate)

Public sale. Selling price represents the highest oral bid received at the first public sale. There were five bidders.

17-04-Ala-92 PM 8.1X Hayward
Disposal Unit #DD 033532-01-01 0.21 acre
Convey to: Abdul Shokoor Tarin \$133,000
(\$60,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at first public sale. There were four bidders.

18-04-Ala-92 PM 8.2X Hayward
Disposal Unit #DD 033533-01-01 0.21 acre
Convey to: Abdul Shokoor Tarin \$151,000
(\$60,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the first public sale. There were three bidders.

19-04-Ala-92 PM 8.2x Hayward
Disposal Unit #DD 033896-01-01 0.18 acre
Convey to: The Remodeling Company, Inc. \$475,000
(\$296,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the first public sale. There were four bidders.

20-04-Ala-238 PM 12.6X Hayward
Disposal Unit #DD 036250-01-01 0.24 acre
Convey to: The Remodeling Company, Inc. \$398,000
(\$269,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public sale. There were two bidders.

33-04-CC-80 PM 9.0 Pinole
Disposal Unit #DK 052032-X1-XX 0.03 acre
Convey to: Gerald R & Kathleen T. Harrison \$0
(Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

34-04-CC-80 PM 9.0 Pinole
Disposal Unit #DK 052033-X1-XX 0.07 acre
Convey to: Adam and Farnaz Khan \$0
(Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

35-04-CC-80 PM 9.0 Pinole
Disposal Unit #DK 052034-X1-XX 0.08 acre
Convey to: Manuel S. & Carmen L. Servin \$0
(Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is to clear an expired temporary construction easement from the record title.

36-04-SCI-880 PM 5.1 San Jose
Disposal Unit #DD 008180-01-01 0.50 acre
Convey to: Santa Clara Valley Transportation Authority \$0
(Appraisal N/A)

Direct conveyance for no monetary consideration pursuant to Cooperative Agreement No. 4-2184-A1 dated September 9, 2011.

37-04-SM-01 PM 38.3-39.3 San Mateo
Disposal Unit DD-000030-03-01 50.04 acres
DD-000030-04-01
DD-000032-05-01
DD-029355-01-01
DD-059263-01-01
DE-059264-X2-X1
Convey to: County of San Mateo, a political subdivision of the State of California \$0
(Appraisal N/A)

Direct conveyance for no monetary consideration pursuant to San Mateo County Coastal Development Permit for the Devil's Slide Tunnel (PLN-2003-0048 dated July 6, 2004) and the San Mateo County Local Coastal Plan. In accordance with the Permit and Plan, Caltrans to relinquish the bypassed segment of State Route 1 and convey certain excess properties to the County following construction of the Devil's Slide Tunnel. The relinquishment of State Route 1 was approved at the August 2013 CTC meeting.

38-04-Son-101 KP 12.31 Petaluma
Disposal Unit #DE 060982-X1-X1 0.05 acre
Convey to: Pacific Gas and Electric Company \$38,000
(\$38,000 Appraisal)

Direct conveyance at appraised value pursuant to Utility Agreement No. 1832.1.1 executed on August 23, 2013.

39-05-Mon-101 PM 94.21 Prunedale
Disposal Unit #DK 010407-01-01 0.026 acre
Convey to: Peter Agee, et al \$36
(Appraisal nominal)

Direct Sale. Selling price is the fair market value of a public road easement that is no longer needed. Sale to the underlying fee owner perfects their title and 'squares up' their adjoining property.

40-07-LA-710 PM 22.5/22.7 Commerce
Disposal Unit #DK 080379-1 0.004 acre
Convey to: Southern California Edison Company \$0
(Appraisal NA)

Direct Conveyance. Conveyance is 100% State's obligation pursuant to Utility Agreement 7UA-12221, dated October 2, 2012, amended October 4, 2012.

41-08-Riv-15 PM 41.238 Corona
Disposal Unit #DE 001196-01-02 0.075 acre
Convey to: Riverside County \$36,630
Transportation Commission (\$36,630 Appraisal)

Direct Sale. Sale price represents the fair market value received via direct sale to a government agency.

42-08-SBd-10 PM 26.53 San Bernardino
Disposal Unit #DD 021797-01-01 0.135 acre
Convey to: Victor J. Miller, et al \$70,300
(\$70,300 Appraisal)

Direct Sale via Exchange. Sale price represents the fair market value received in an exchange. Subject property represents a portion of just compensation for acquisition parcel 21745-1 pursuant to the Possession and Use Agreement dated May 7, 2013.

43-10-Sta-120 PM 7.0 Oakdale
Disposal Unit #DD 012763-01-01 8.09 acres
Convey to: DePonte Family Investments \$331,000
(\$200,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were four active bidders out of 11 registered bidders.

44-10-Sta-120 KP 5.27
Disposal Unit #DD 013503-01-01
Convey to: Diane Calavan

Oakdale
1.10 acres
\$64,000
(\$70,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were three active bidders out of three registered bidders.

45-10-Sta-120 KP 5.27
Disposal Unit #DD 013812-01-01
Convey to: Williams Family Trust UDT

Oakdale
1.38 acres
\$270,000
(\$180,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were three active bidders out of 11 registered bidders.

46-10-Sta-120 KP 10.0
Disposal Unit #DD 014403-01-01
Convey to: Frank Bavaro

Oakdale
60.29 acres
\$603,000
(\$460,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were four active bidders out of 11 registered bidders.

47-10-Sta-120 KP 5.27
Disposal Unit #DD 014416-01-01
Convey to: George Rose

Oakdale
1.04 acres
\$74,000
(\$70,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were four active bidders out of 11 registered bidders.

48-10-Sta-120 KP 5.27
Disposal Unit #DD 014417-01-01
Convey to: George Rose

Oakdale
1.06 acres
\$78,000
(\$70,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were three active bidders out of 11 registered bidders.

49-10-Sta-120 KP 5.27
Disposal Unit #DD 014420-01-01
Convey to: George Rose

Oakdale
1.83 acres
\$82,000
(\$80,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were three active bidders out of 11 registered bidders.

50-10-Sta-120 KP 5.27
Disposal Unit #DD 014421-01-01
Convey to: George Rose

Oakdale
3.02 acres
\$110,000
(\$85,000 Public sale estimate)

Public Sale. Selling price is highest bid received at the first public sale on August 20, 2013. There were three active bidders out of 11 registered bidders.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.

PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - October 8, 2013

Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								% Return From Sales Current Value
01								n/a
02	1					18,850.00	18,850.00	100%
03		1				48,000.00	85,100.00	177%
04	7	29				5,837,000.00	9,054,000.00	155%
05	1					0.00	36.00	n/a
06								n/a
07	1					0.00	0.00	n/a
08	2					106,930.00	106,930.00	100%
09								
10		8				1,215,000.00	1,612,000.00	133%
11								n/a
12								n/a
Total	12	38			0	\$7,225,780.00	\$10,876,916.00	151%

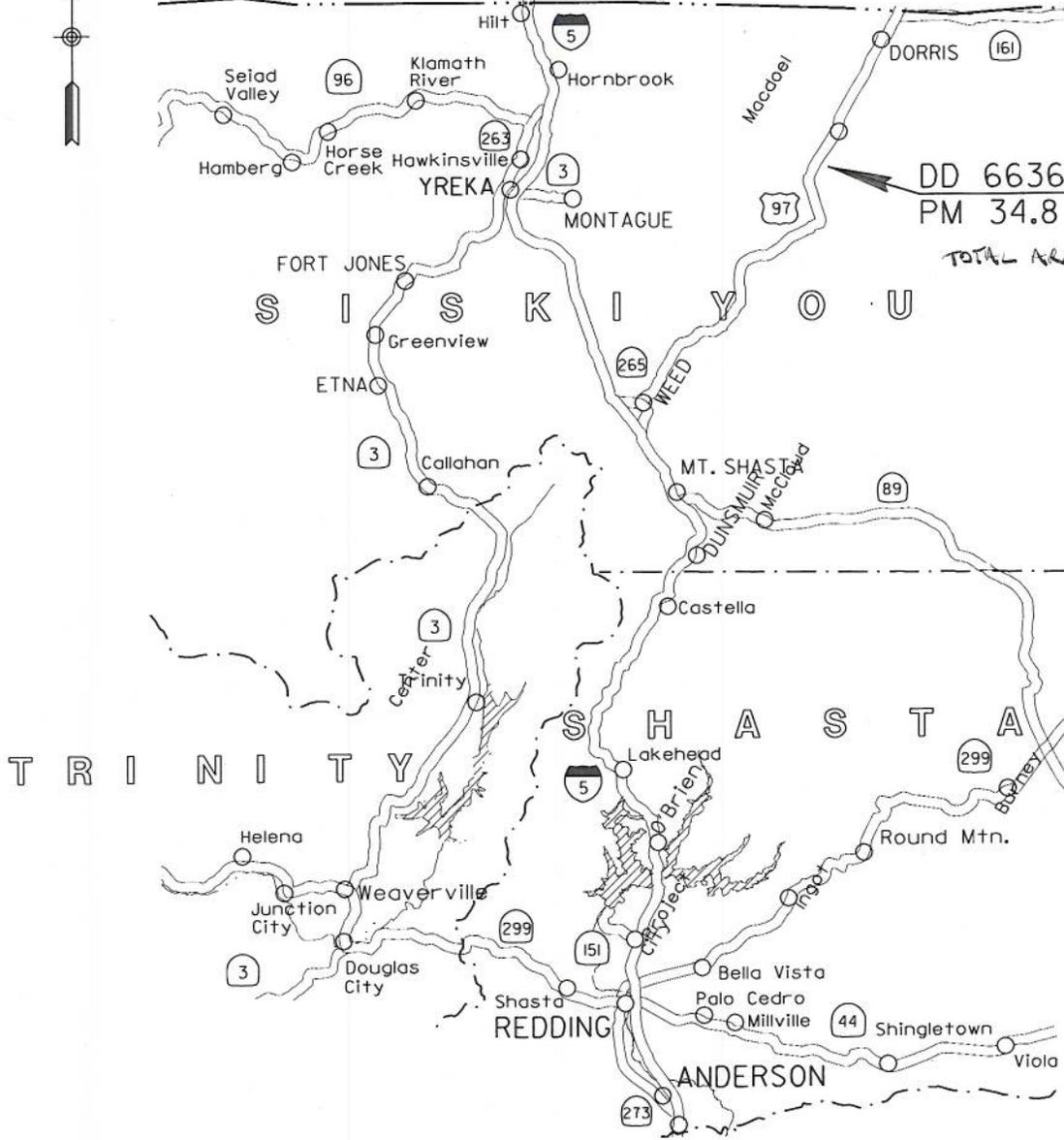
Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				% Return From Sales Current Value
Direct Sales	12	\$163,780.00	\$163,816.00	100%
Public Sales	38	\$7,062,000.00	\$10,713,100.00	152%
Non-Inventory Conveyances				
Sub-Total	50	\$7,225,780.00	\$10,876,916.00	151%
Other Funded Sales	0			
Total	50	\$7,225,780.00	\$10,876,916.00	151%

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



O R E G O N



DD 6636-01-01
PM 34.8 to 36.0

TOTAL AREA = 12.09 ACRES

T R I N I T Y

S H A S T A

A N D E R S O N



STATE OF CALIFORNIA
STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
INDEX MAP
DD 6636-01-01**

DATE: 8/14/13 ID#: 0200000221

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
02	SIS	97	34.8 - 36.0	1	4

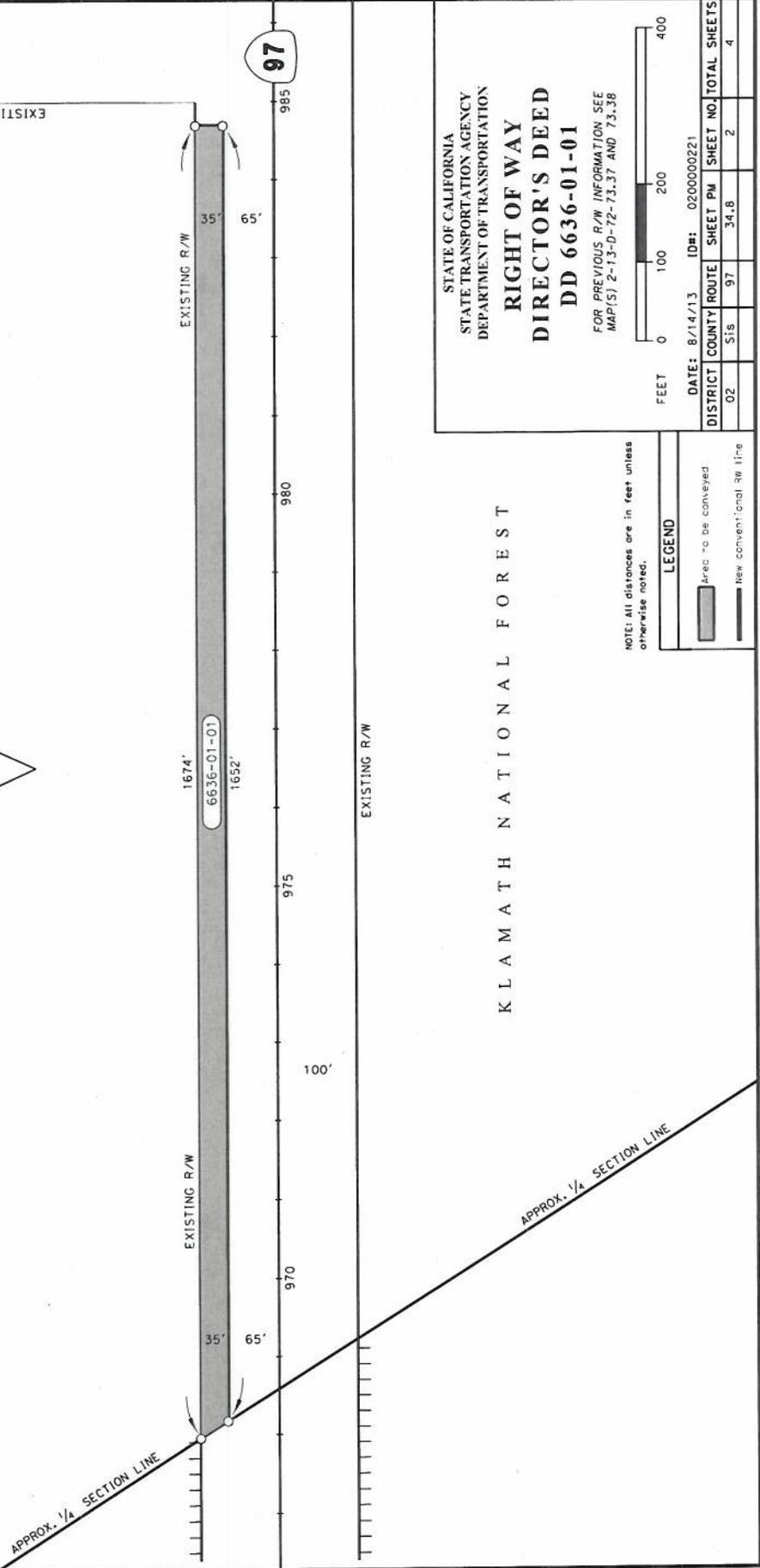
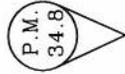
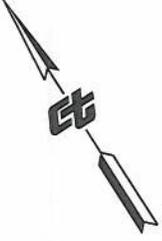
PARCEL AREA TABLE	
Parcel No.	Area sq ft
6636-01-01	58182
6636-01-02	328897
6636-02-01	110035
6636-02-02	29331

T. 45 N., R. 2 W., M. D. M.
SECTION 10

TOTAL AREA = 12.09 ACRES

BOYD P. BRAREN, TRUST DBA AMIGO FARMS

STATE OF CALIFORNIA
BORROW PIT SITE



STATE OF CALIFORNIA
STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 6636-01-01**

FOR PREVIOUS R/W INFORMATION SEE
MAP(S) 2-13-D-72-73.37 AND 73.38

DATE: 8/14/13 ID#: 0200000221
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
02 SFS 97 34.8 2 4

FEET 0 100 200 400

NOTE: All distances are in feet unless otherwise noted.

LEGEND

K L A M A T H N A T I O N A L F O R E S T

SECTION 10

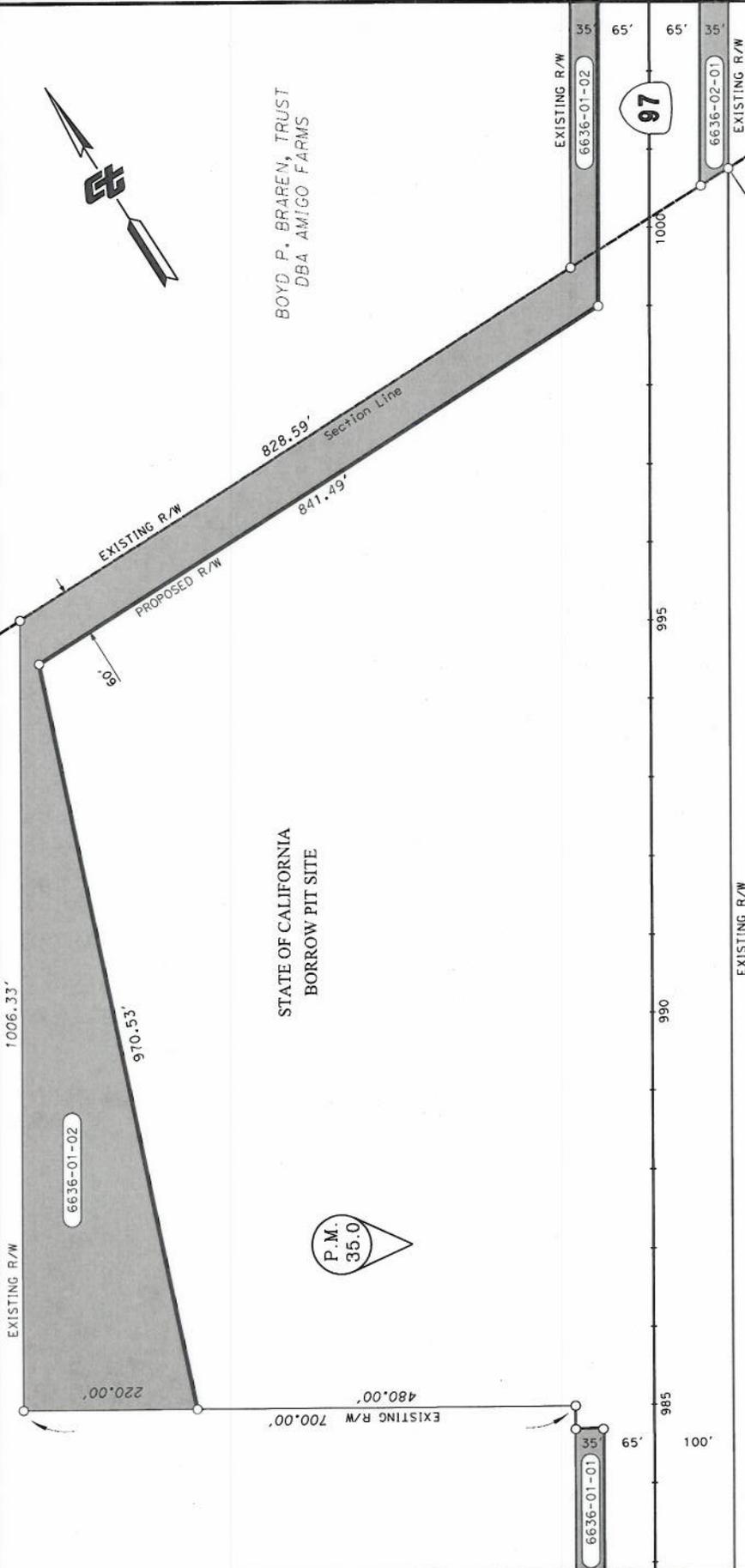
T. 45 N., R. 2 W., M. D. M.

SECTION 3

BOYD P. BRAREN, TRUST DBA AMIGO FARMS

STATE OF CALIFORNIA
BORROW PIT SITE

BOYD P. BRAREN, TRUST
DBA AMIGO FARMS



STATE OF CALIFORNIA
STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 6636-01-01**

FOR PREVIOUS R/W INFORMATION SEE
MAP(S) 2-13-D-72-73,38

DATE: 8/14/13 ID#: 0200000221
DISTRICT: 02 COUNTY: 97 SHEET PM: 35.0 SHEET NO.: 3 TOTAL SHEETS: 4

FEET 0 100 200 400

LEGEND
 [Grey Box] Area to be conveyed
 [Black Line] New conventional R/W line

NOTE: All distances are in feet unless otherwise noted.

KLAMATH NATIONAL FOREST

EXISTING R/W

APPROX. PROPERTY LINE

APPROX. SECTION LINE

T. 45 N., R. 2 W., M. D. M.

SECTION 3

T. 46 N., R. 2 W., M. D. M.

SECTION 36

P.M.
36.0

BOYD P. BRAREN, TRUST DBA AMIGO FARMS

BOYD P. BRAREN, TRUST DBA AMIGO FARMS

SECTION 2

BOYD P. BRAREN, TRUST
DBA AMIGO FARMS

K L A M A T H
N A T I O N A L
F O R E S T

STATE OF CALIFORNIA
STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 6636-01-01**

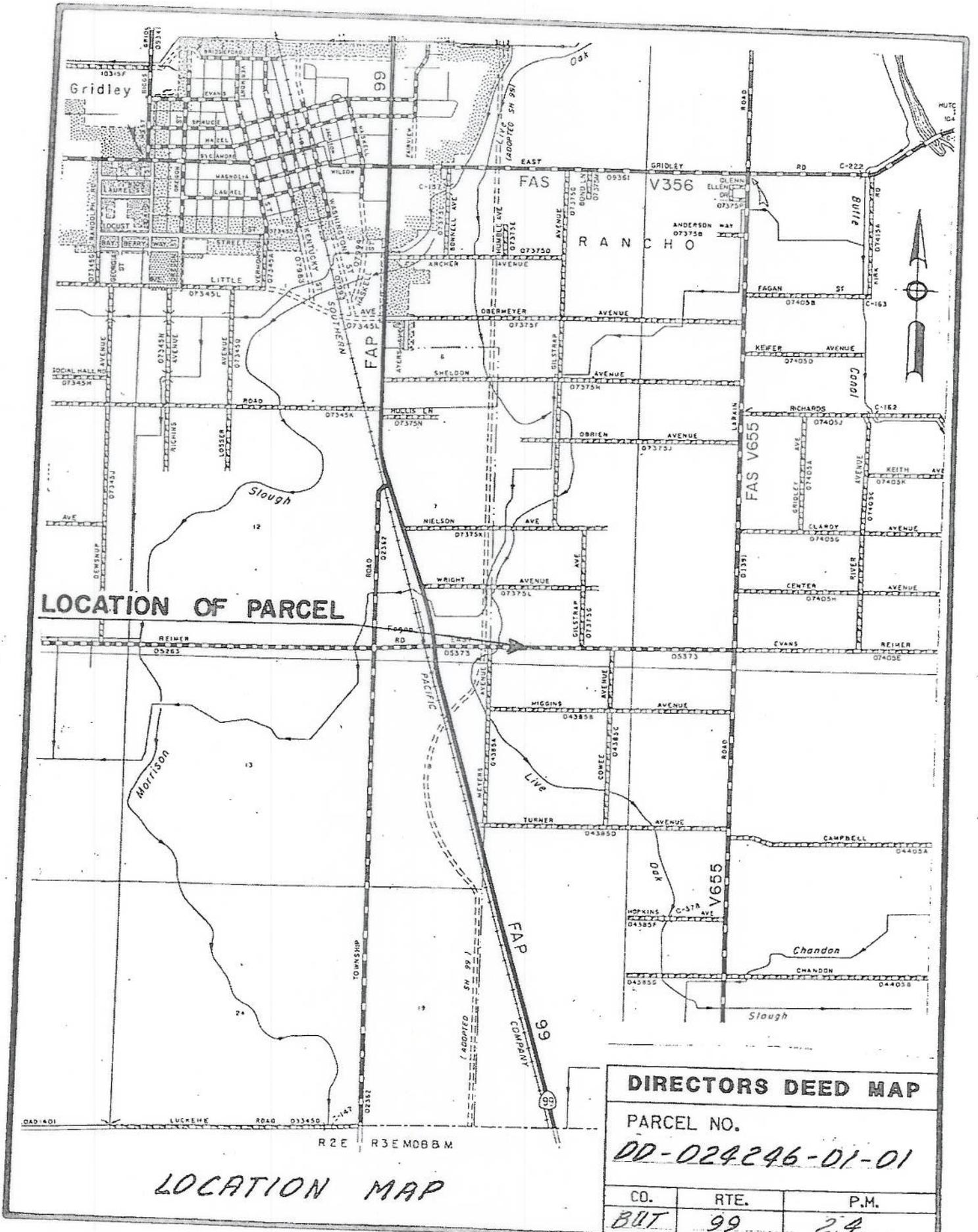
FOR PREVIOUS R/W INFORMATION SEE
MAP(S) 2-13-0-72-73.3B, .39 and .40

DATE: 4/14/13 ID#: 0200000221
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
02 97 36.0 4 4

FEET 0 100 200 400

LEGEND
 [Hatched Box] Area to be conveyed
 [Solid Line] New conventional SW line

NOTE: All distances are in feet unless otherwise noted.



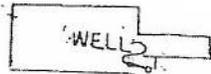
DIRECTORS DEED MAP		
PARCEL NO.		
<i>DD-024246-01-01</i>		
CO.	RTE.	P.M.
<i>BUT</i>	<i>99</i>	<i>24</i>

LOCATION MAP

T. 17 N. - R. 3 E. - M. D. B. & M.

SEC. 18

SEC. 7



1/4 SEC. LINE

RANCHO BOUNDARY

ROAD

REIMER

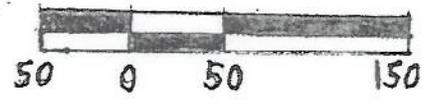
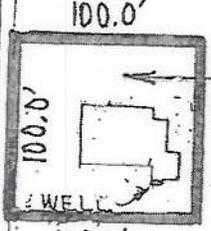
S07°35'48"W

PL.

N06°37'12"W

LOT 28

024246-01-01
0.23 AC.



Scale 1"=100'

EVANS

RANCHO BOGA

DIRECTORS DEED MAP

PARCEL NO.
DD-024246-01-01

CD.	RTE.	P.M.
<i>BUT</i>	<i>99</i>	<i>2.4</i>

ALAMEDA COUNTY CITY OF CASTRO VALLEY

DD-023917-02-01

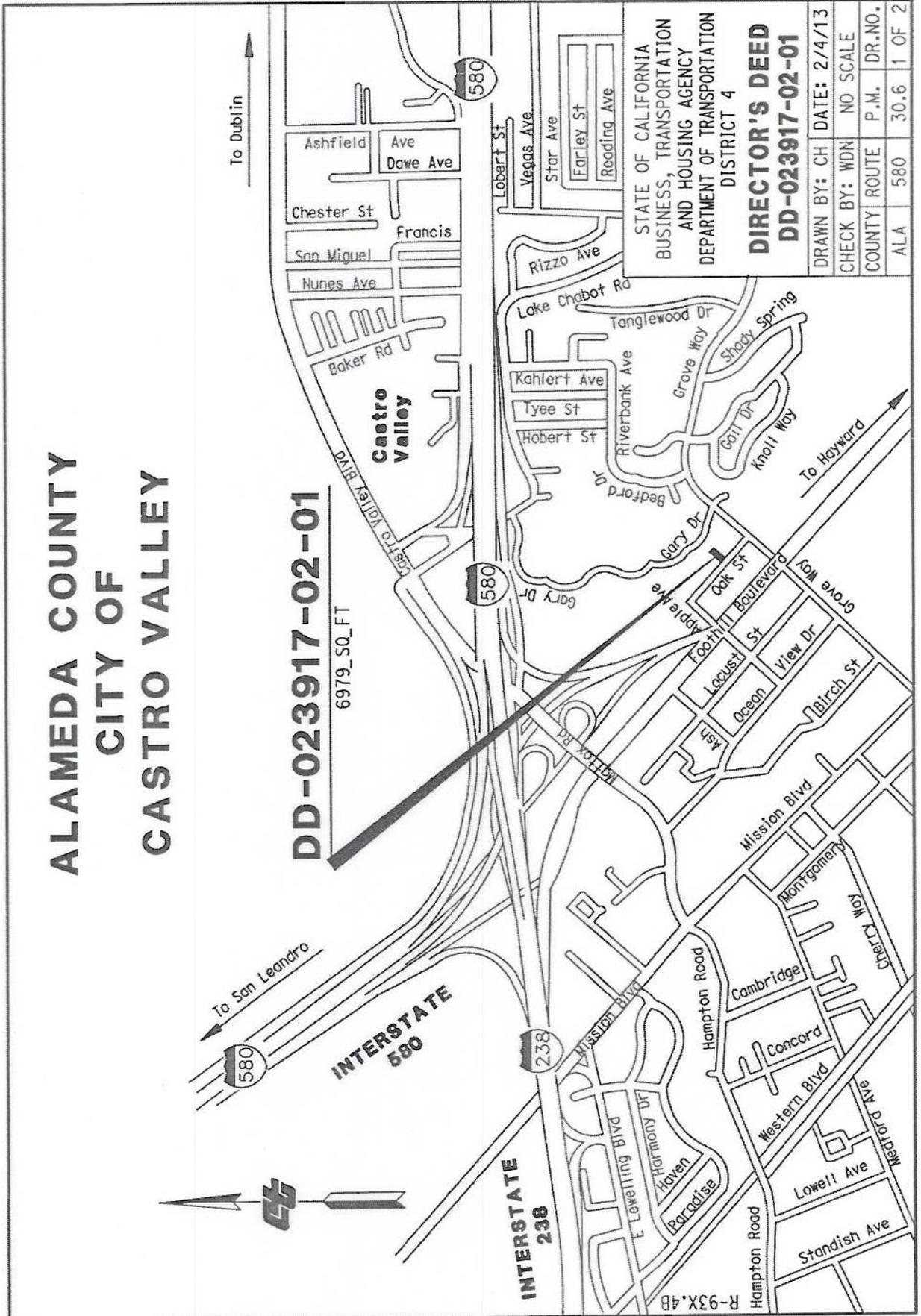
6979_SQ_FT



To Dublin

To San Leandro

To Hayward



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-023917-02-01

DRAWN BY: CH	DATE: 2/4/13
CHECK BY: WDN	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 580	30.6 1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND LEVEL DISTANCES.

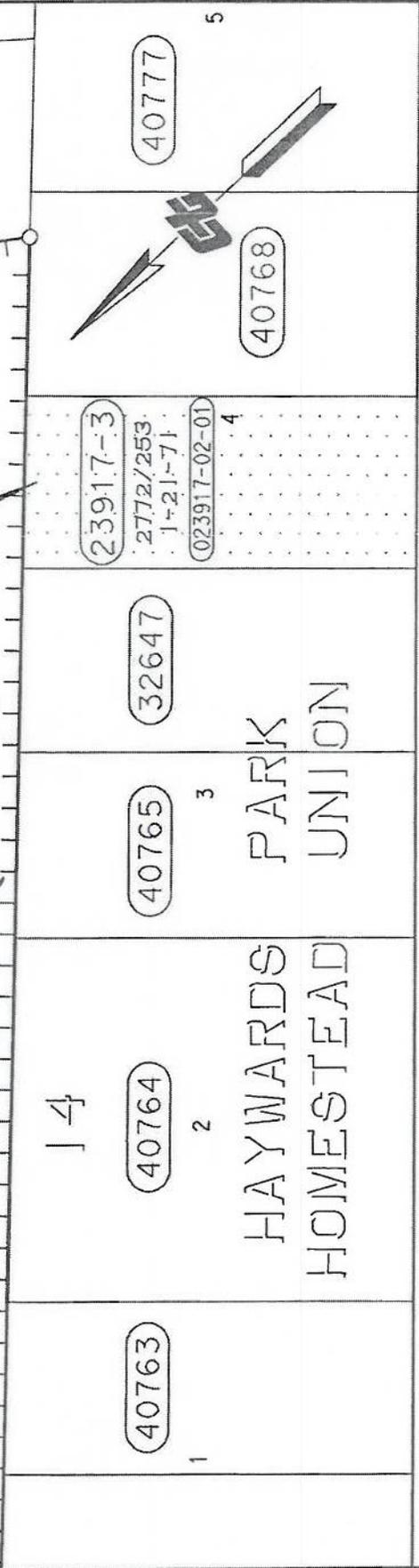
ALAMEDA COUNTY
CITY OF CASTRO
VALLEY

DD-023917-02-01

6979 SO. FT.

(2.16 AC)

S45°39'47"E 892.09'



OAK STREET

OAK STREET

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-023917-02-01

DRAWN BY: CH	DATE: 2/4/13
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR. NO.
ALA 580	30.6 2 OF 2



SCALE IN FEET



R-93X.4B

ALAMEDA COUNTY CITY OF CASTRO VALLEY

DD-032647-01-01

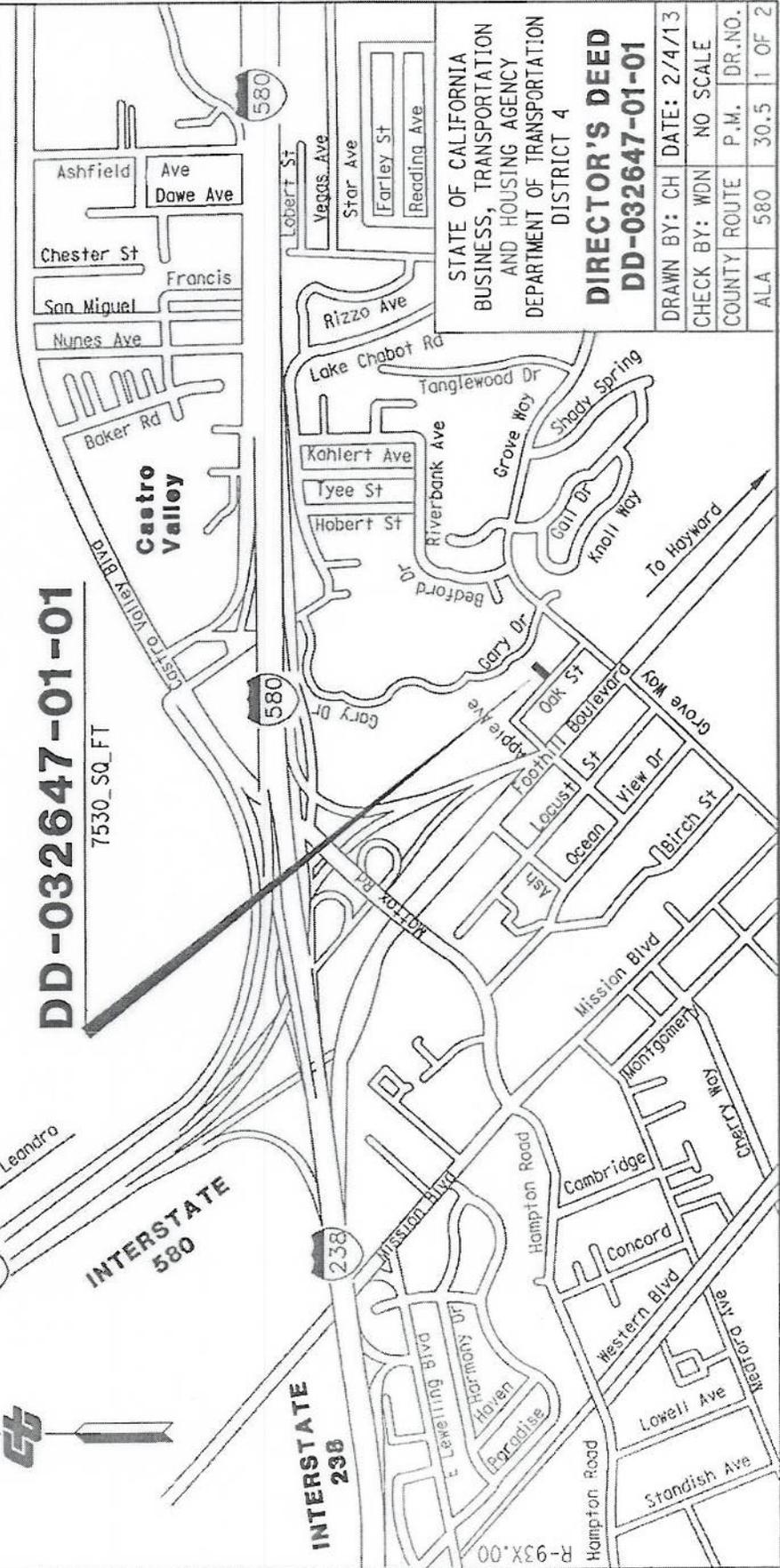
7530 SQ. FT



To Dublin

To San Leandro

To Hayward



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032647-01-01

DRAWN BY:	CH	DATE:	2/4/13
CHECK BY:	WON	NO SCALE	
COUNTY ROUTE	P.M.	DR.NO.	
ALA	580	30.5	1 OF 2

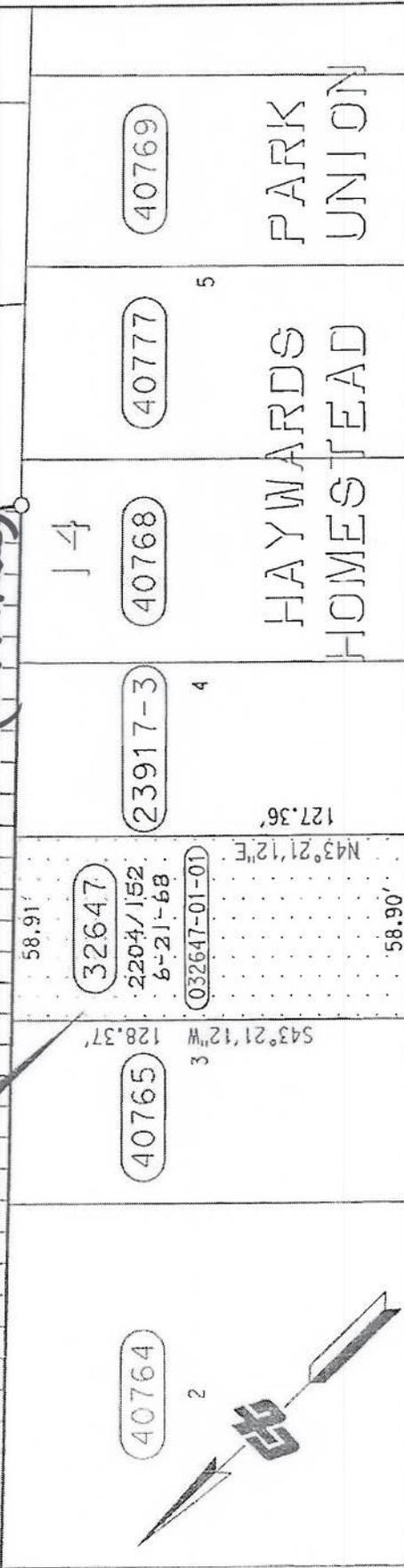
**ALAMEDA COUNTY
CITY OF CASTRO
VALLEY**

DD-032647-01-01

7530 SQ. FT. (2.17 ACRES)

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND LEVEL DISTANCES.

S45°39'47"E 892.09'



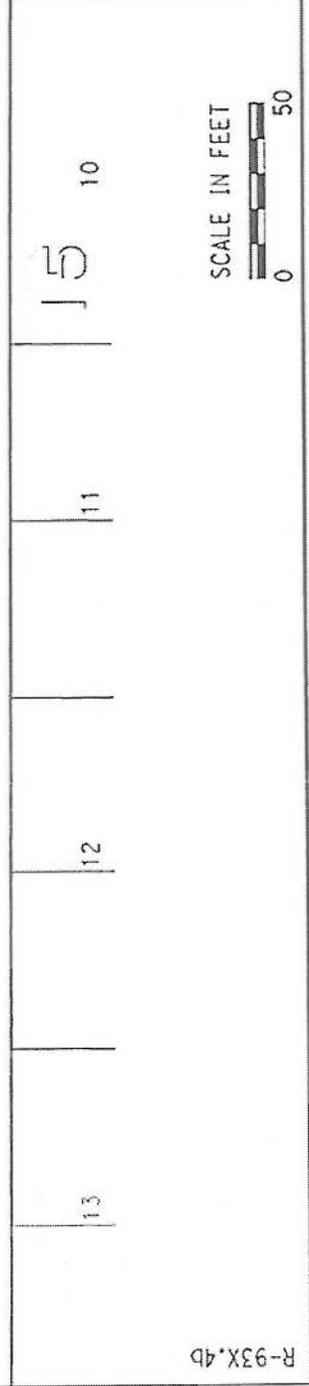
HAYWARDS
HOMESTEAD

PARK
UNION

OAK STREET

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032647-01-01**

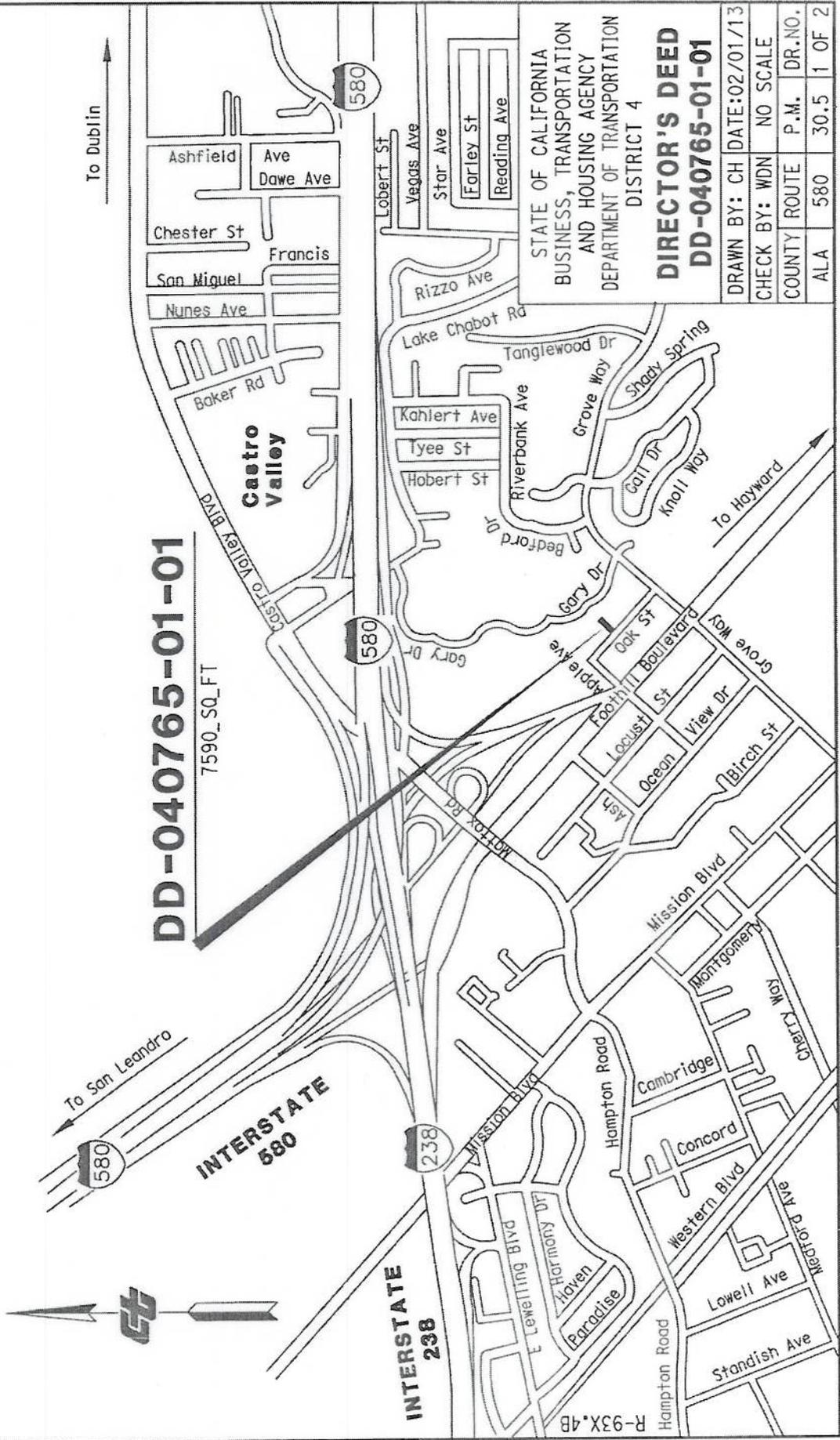


R-93X.4B

ALAMEDA COUNTY

DD-040765-01-01

7590_SQ_FT



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-040765-01-01

DRAWN BY: CH	DATE: 02/01/13
CHECK BY: WDN	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 580	30.5 1 OF 2

ALAMEDA COUNTY

DD-040765-01-01

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND LEVEL DISTANCES.

7590 SQ. FT.

(0.17 Acres)

S45°39'47"E 892.09'

58.91'

S43°21'12"W 129.38'

N43°21'12"E 128.37'

40764

40765

2465/868
8-26-69

040765-01-01

3

32647

23917-3

4

40768

40777

5

40769

HAYWARDS
HOMESTEAD

14

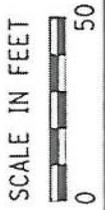
PARK
UNION

OAK STREET

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

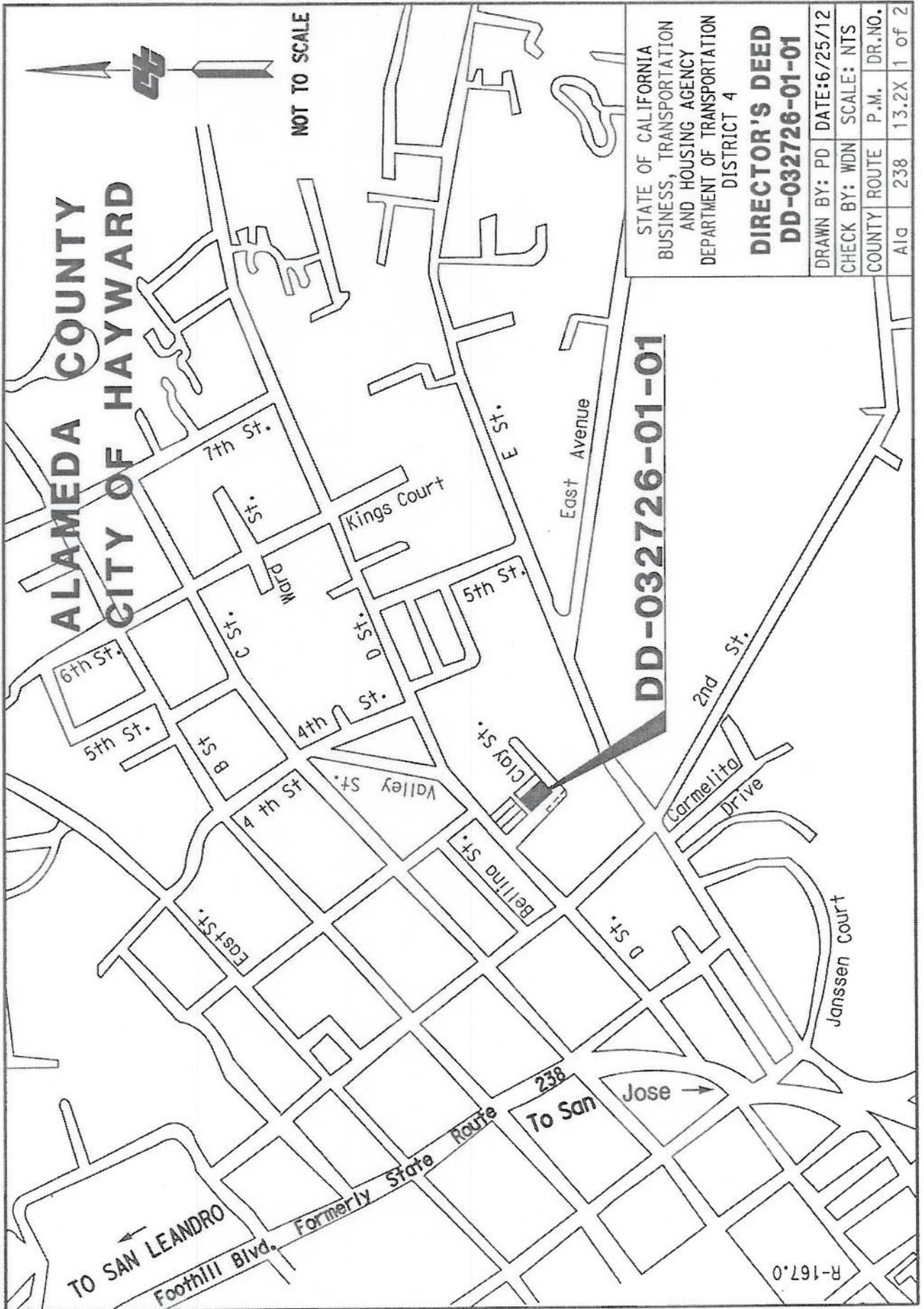
DIRECTOR'S DEED
DD-040765-01-01

DRAWN BY: CH	DATE: 2/1/13
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 580	30.5 2 OF 2



LEGEND
() PER STATE PARCEL DEED 40765

R-93X.4B



**ALAMEDA COUNTY
CITY OF HAYWARD**

NOT TO SCALE

DD-032726-01-01

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032726-01-01**

DRAWN BY: PD	DATE: 6/25/12
CHECK BY: WDN	SCALE: NTS
COUNTY ROUTE	P.M. DR.NO.
AIG 238	13.2X 1 of 2

TO SAN LEANDRO

Formerly State Route 238
To San Jose

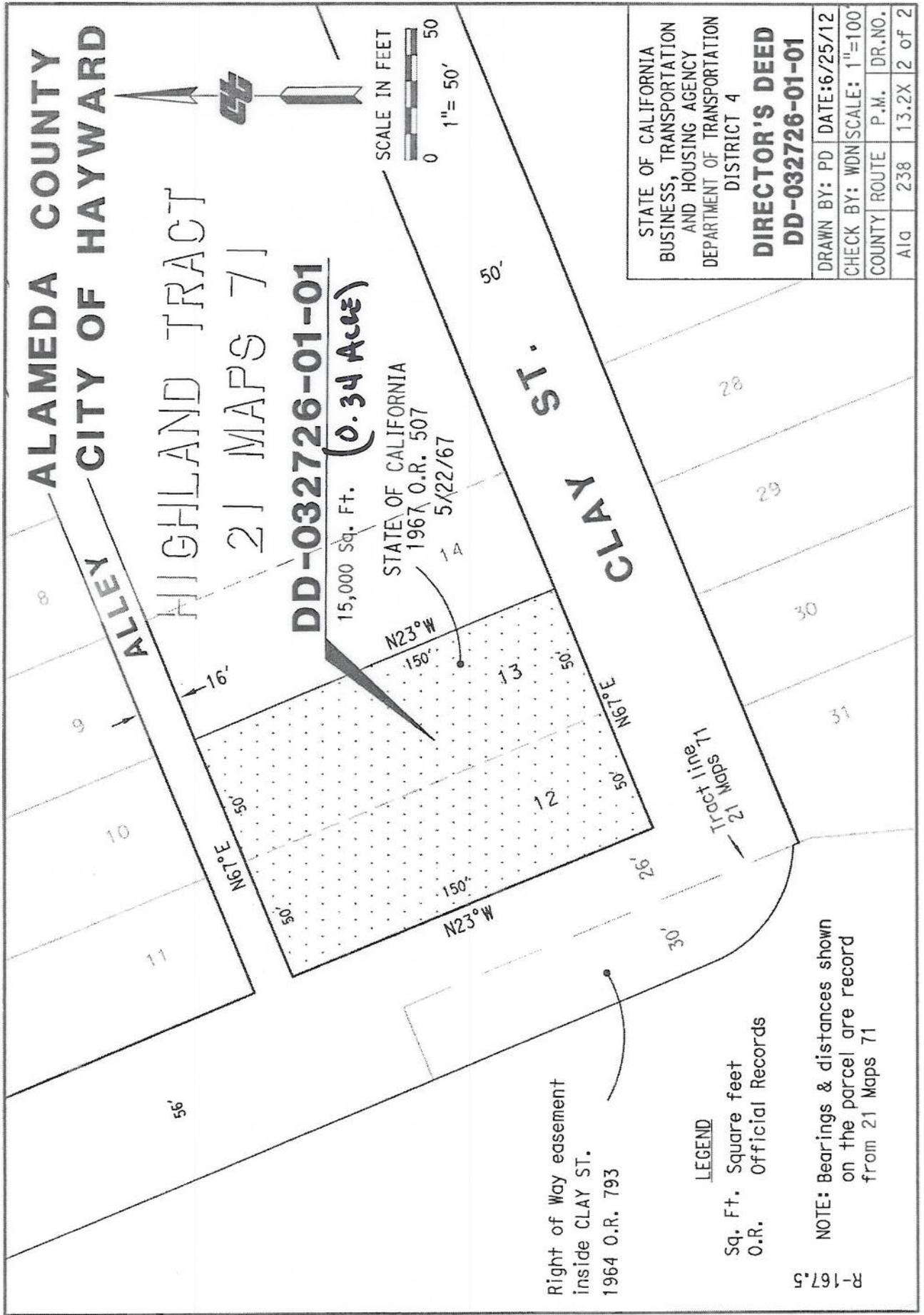
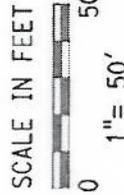
R-167.0

**ALAMEDA COUNTY
CITY OF HAYWARD**

**HIGHLAND TRACT
21 MAPS 71**

DD-032726-01-01
15,000 Sq. Ft. (0.34 Acre)

STATE OF CALIFORNIA
1967 O.R. 507
5/22/67



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED		DD-032726-01-01	
DRAWN BY: PD	DATE: 6/25/12	CHECK BY: WDN	SCALE: 1"=100'
COUNTY ROUTE	P.M.	DR.NO.	
Alt	238	13.2X	2 of 2

Right of Way easement
inside CLAY ST.
1964 O.R. 793

LEGEND
Sq. Ft. Square feet
O.R. Official Records

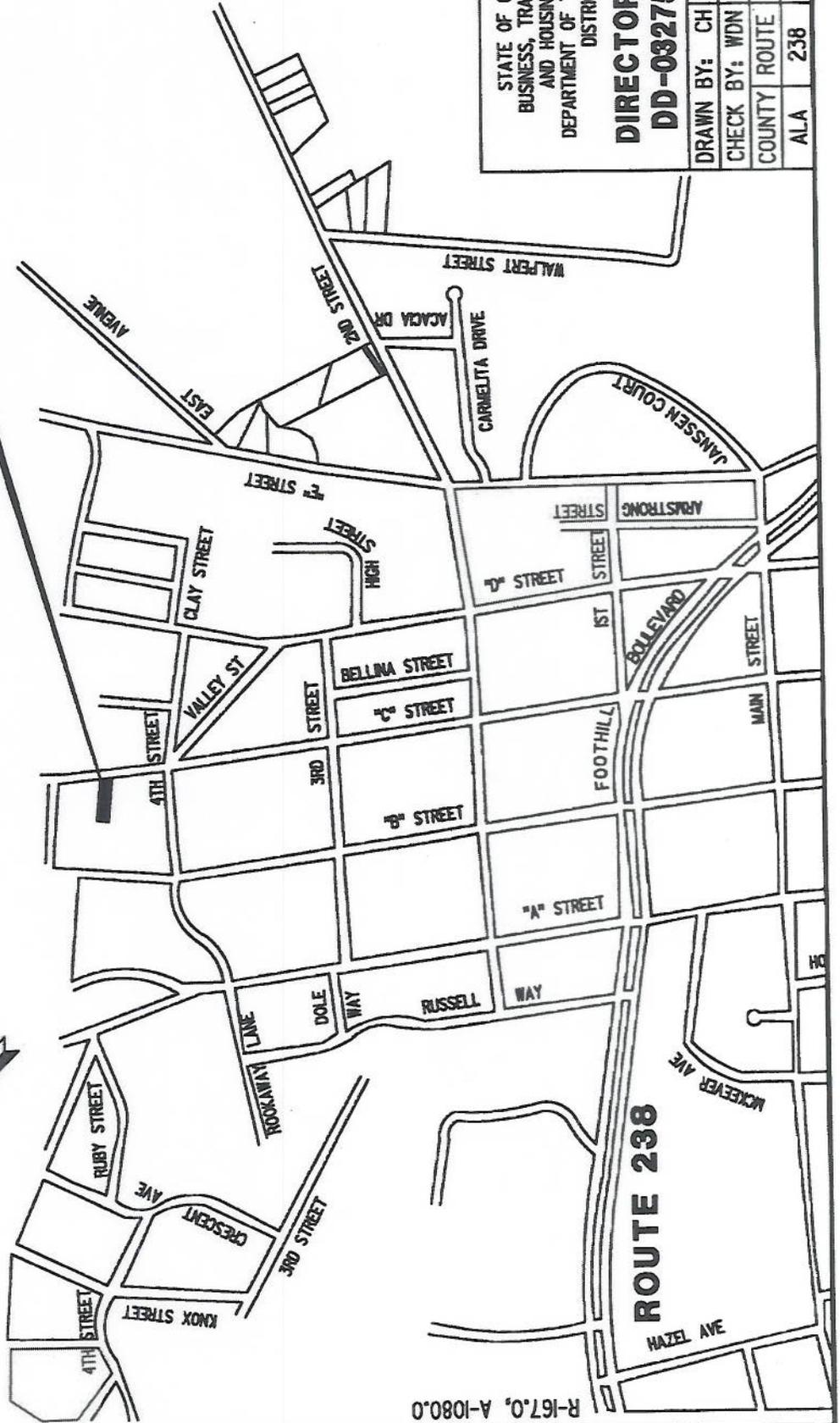
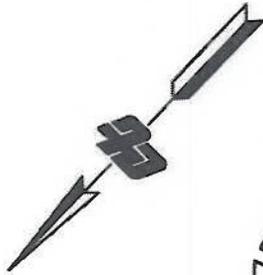
NOTE: Bearings & distances shown
on the parcel are record
from 21 Maps 71

R-167.5

ALAMEDA COUNTY CITY OF HAYWARD

DD-032753-01-01

9,158_SQ_FT



R-167.0, A-1080.0

ROUTE 238

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4		DIRECTOR'S DEED DD-032753-01-01
DRAWN BY: CH	DATE: 09/05/13	
CHECK BY: WDN	NO SCALE	
COUNTY ROUTE	P.M.	DR.NO.
ALA 238	13.5	1 OF 2

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-032753-01-01

9,158 SQ. FT. (0.21 ACRES)

5TH ST.

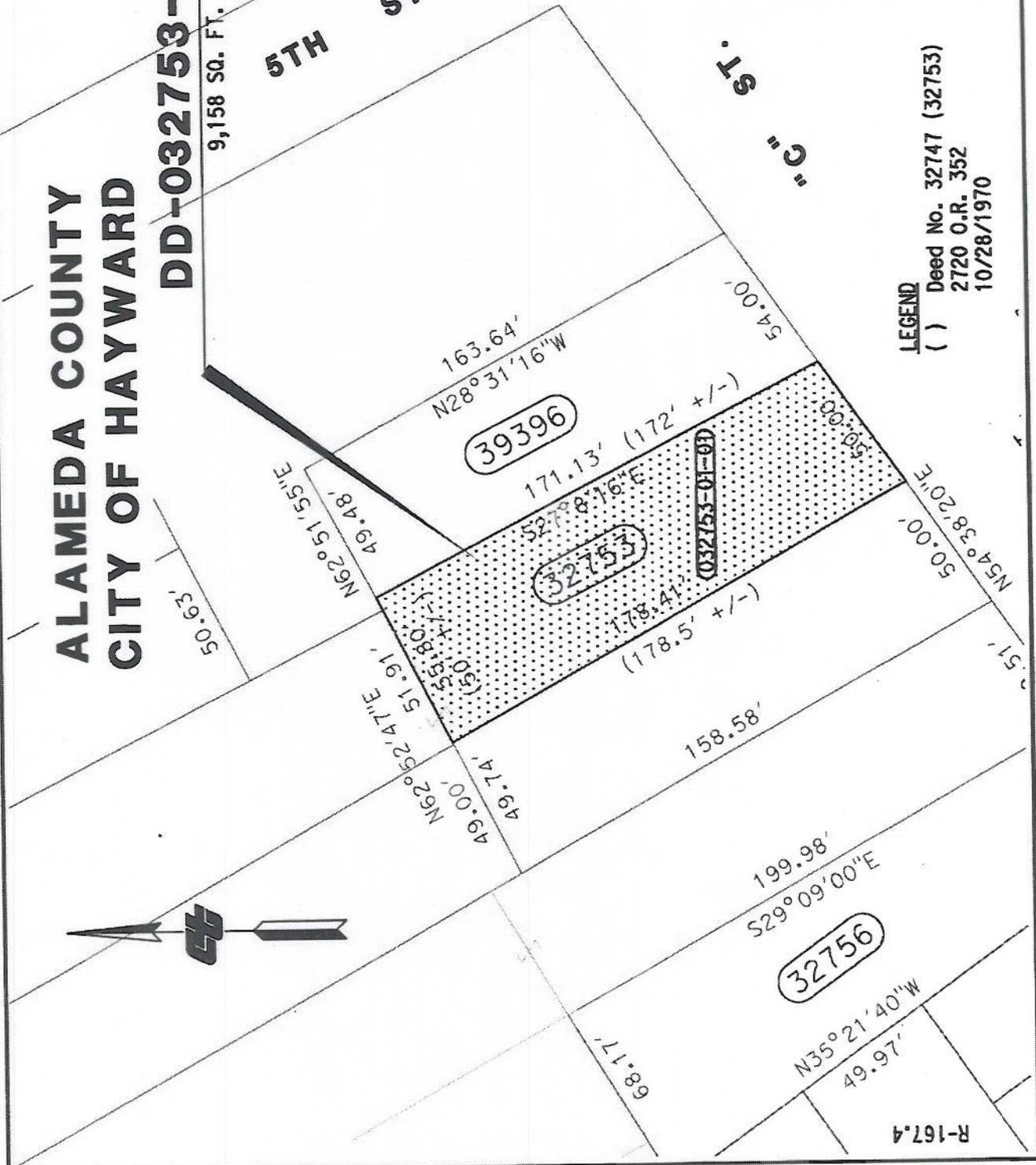
1ST "C"



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
**DIRECTOR'S DEED
DD-032753-01-01**

DRAWN BY: CH	DATE: 9/5/13
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 238	13.5 2 OF 2

LEGEND
() Deed No. 32747 (32753)
2720 O.R. 352
10/28/1970



R-167.4

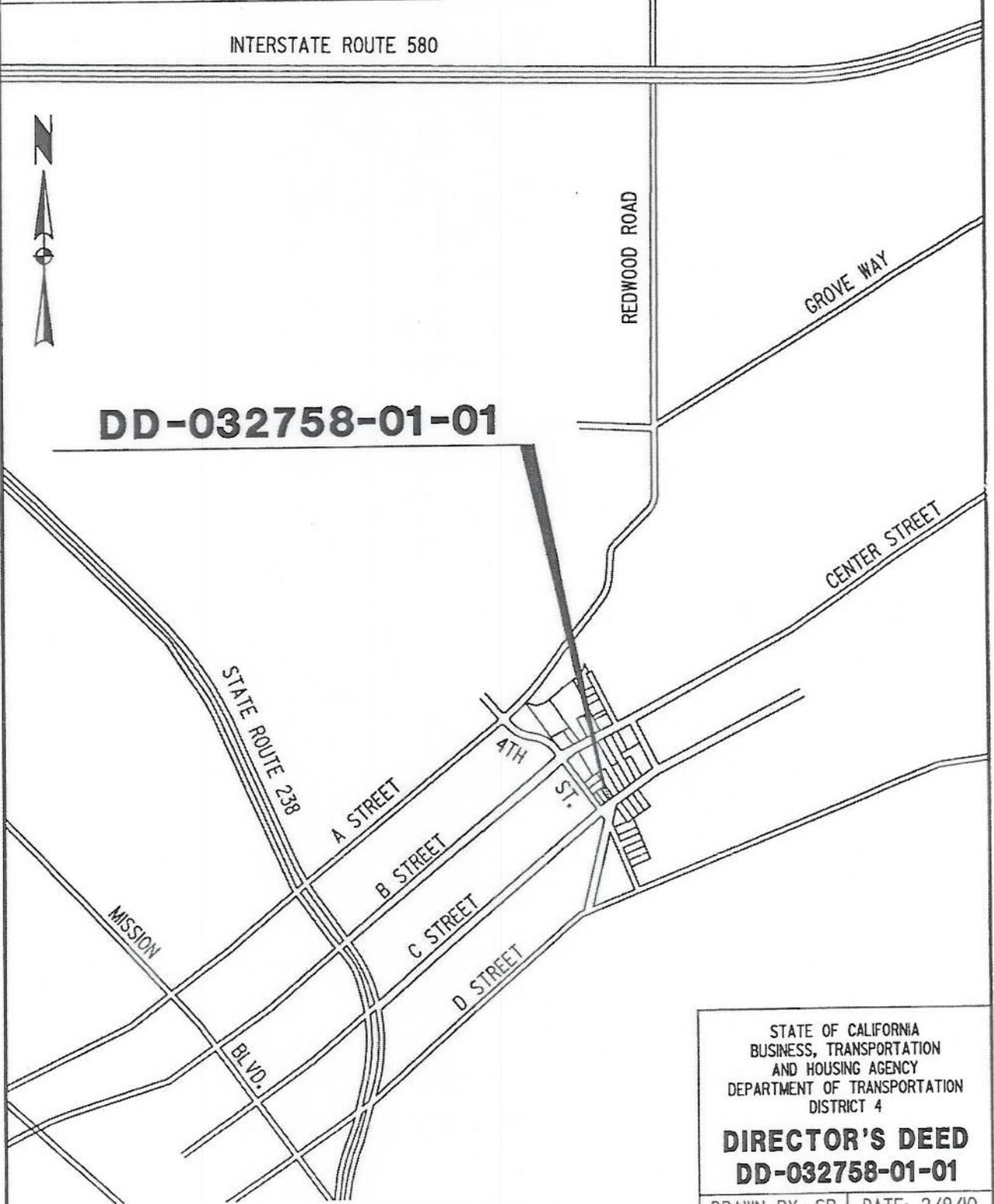
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

INTERSTATE ROUTE 580



DD-032758-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032758-01-01**

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	1 OF 2

SCALE IN FEET

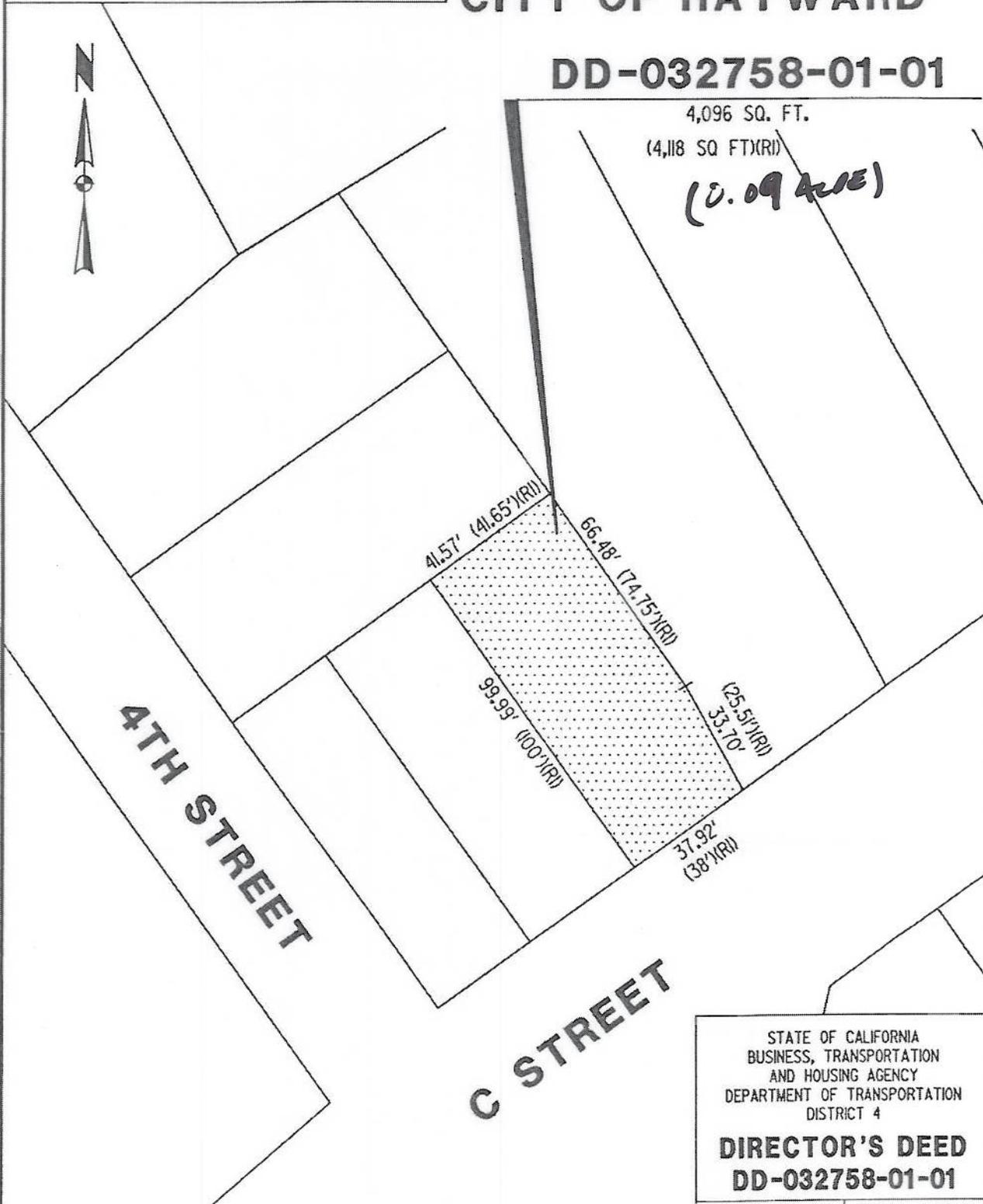


R-167.4
A-726.4

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

DD-032758-01-01



4TH STREET

C STREET

4,096 SQ. FT.
(4,118 SQ FT (RI))
(0.09 AC)

41.57' (41.65' (RI))

66.48' (74.75' (RI))

99.99' (100' (RI))

33.70' (25.5' (RI))

37.92' (38' (RI))

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

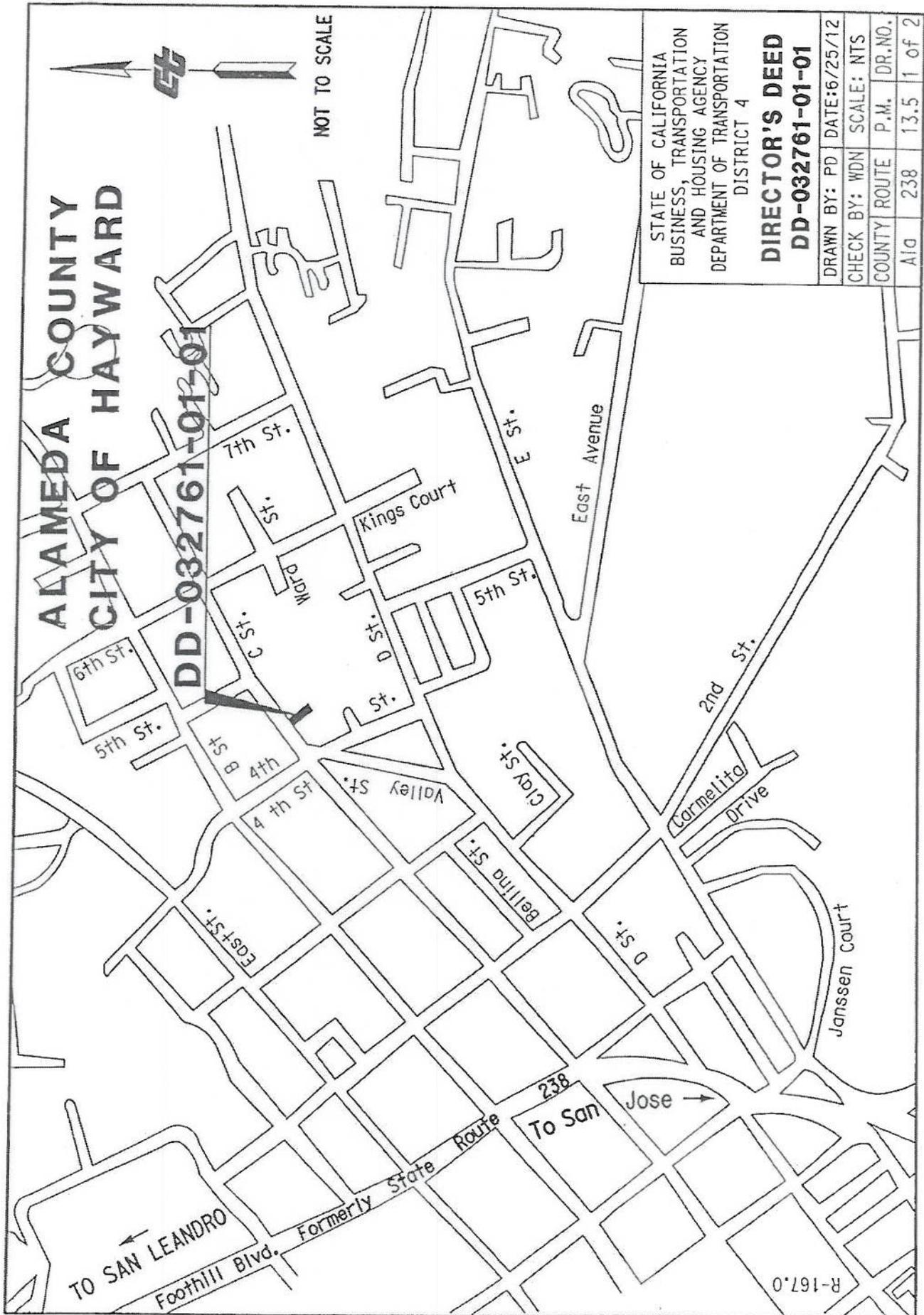
**DIRECTOR'S DEED
DD-032758-01-01**

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	2 OF 2

LEGEND
(RI) 2336 OR 193



R-167.4
A-726.4



ALAMEDA COUNTY CITY OF HAYWARD

DD-032761-01-01

7,500 Sq. Ft.

(0.17 Acres)

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES. EXCEPT AS NOTED FOR THE DEED.



SCALE IN FEET
0 50
1" = 50'

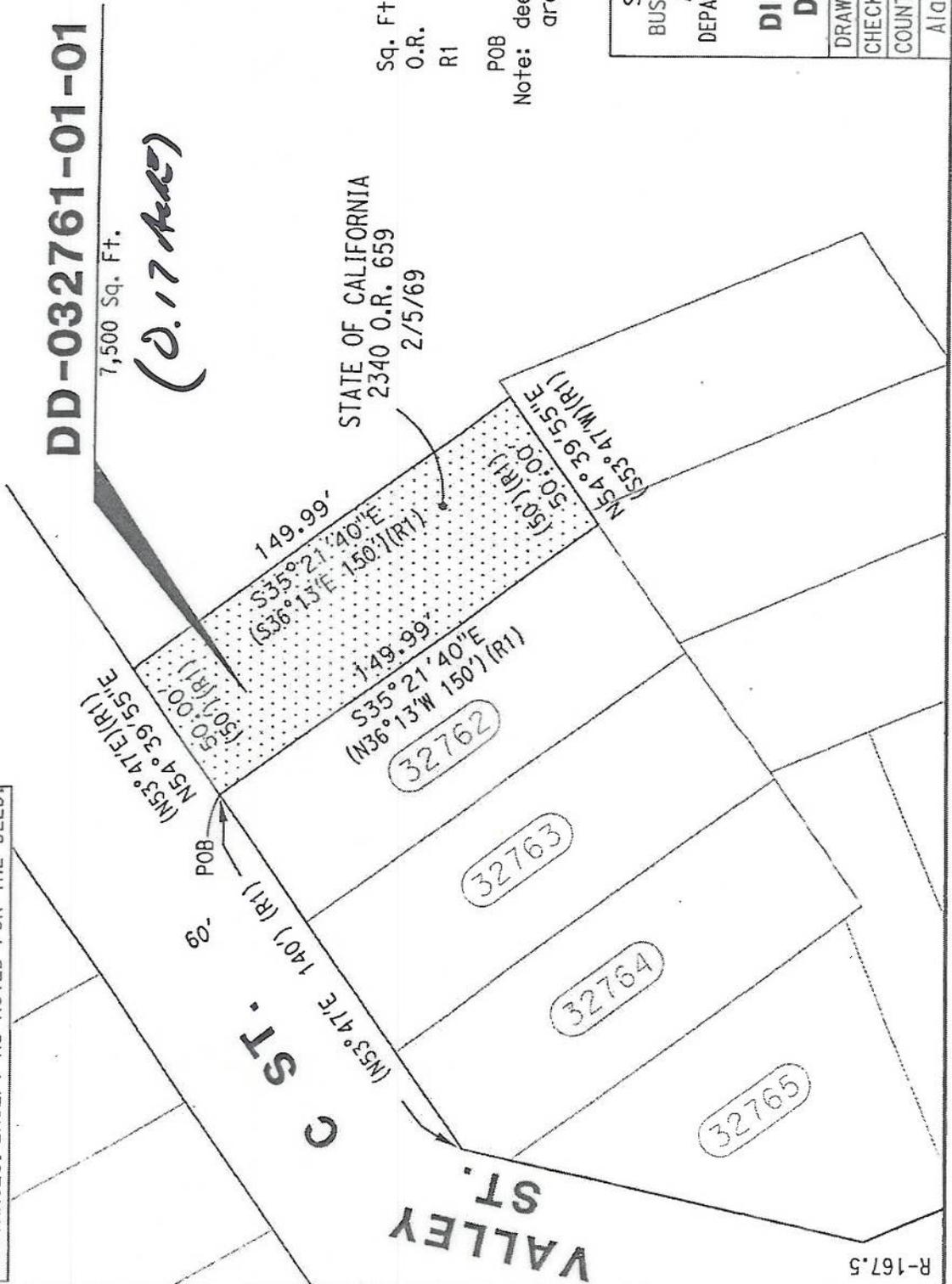
LEGEND

Sq. Ft. square feet
O.R. Official Records
R1 State of California
2340 O.R. 659
POB Point of Beginning
Note: deed bearings & distances are on the ground.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

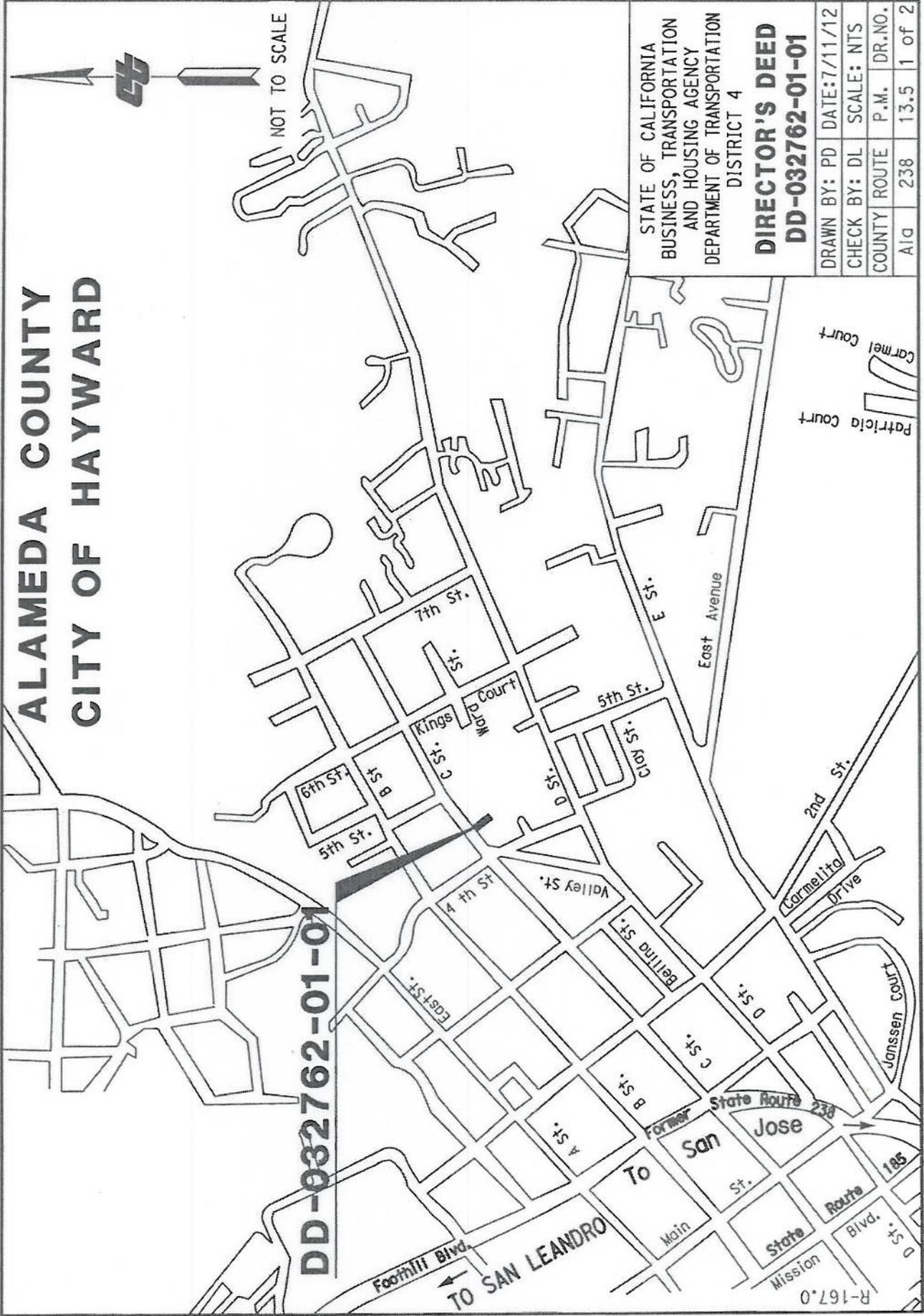
**DIRECTOR'S DEED
DD-032761-01-01**

DRAWN BY: PD	DATE: 6/25/12
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
Ala 238	13.5 2 of 2



R-167.5

ALAMEDA COUNTY CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032762-01-01

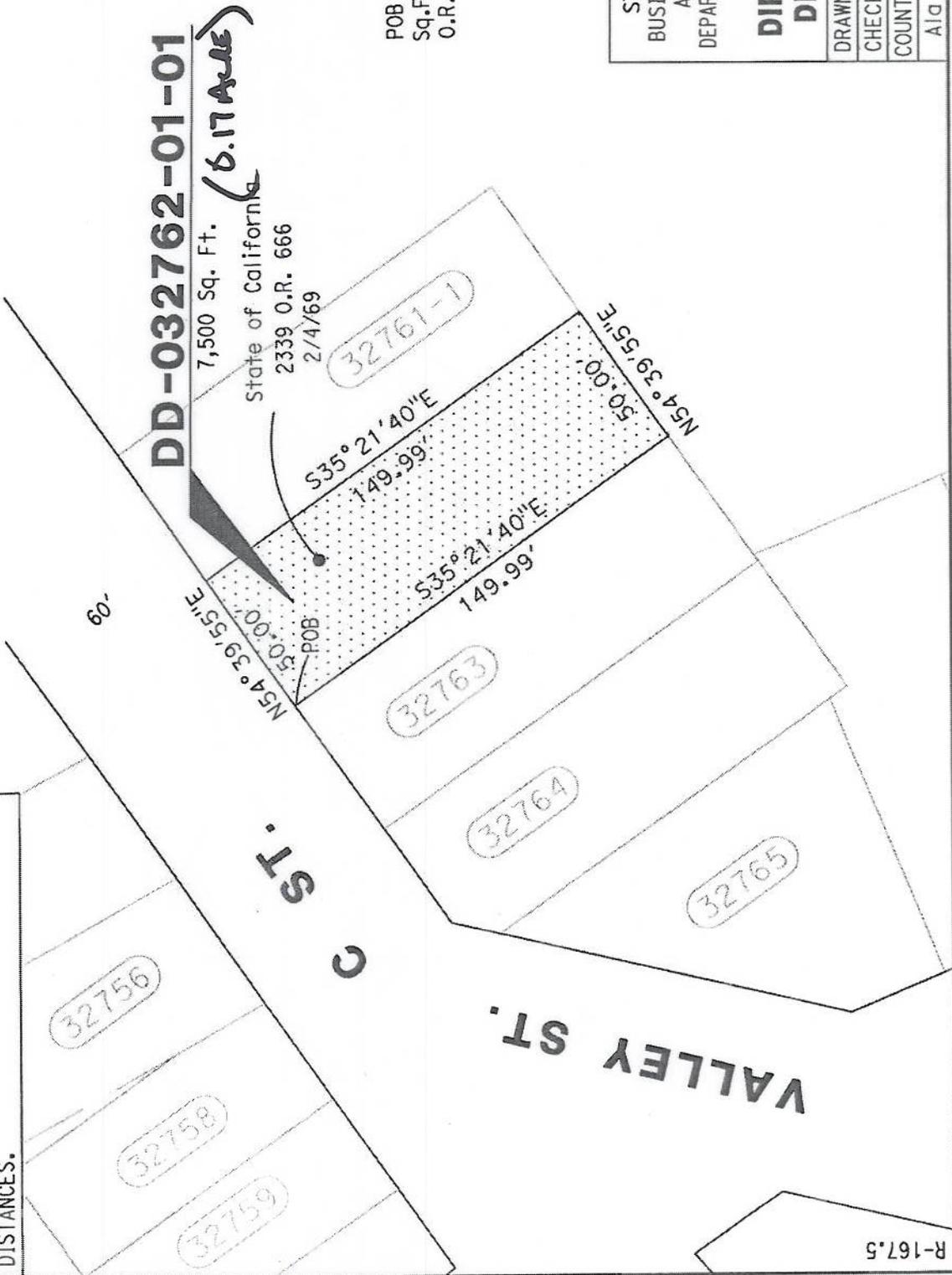
DRAWN BY: PD	DATE: 7/11/12
CHECK BY: DL	SCALE: NTS
COUNTY ROUTE: P.M.	DR.NO.
A/c 238	13.5 1 of 2

DD-032762-01-01

NOT TO SCALE

ALAMEDA COUNTY CITY OF HAYWARD

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



DD-032762-01-01

(6.17 Acres)

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-032762-01-01			
DRAWN BY: PD	DATE: 7/11/12	CHECK BY: DL	SCALE: 1"=50'
COUNTY ROUTE	P.M.	DR.NO.	
Ala	238	13.5	2 of 2

R-167.5

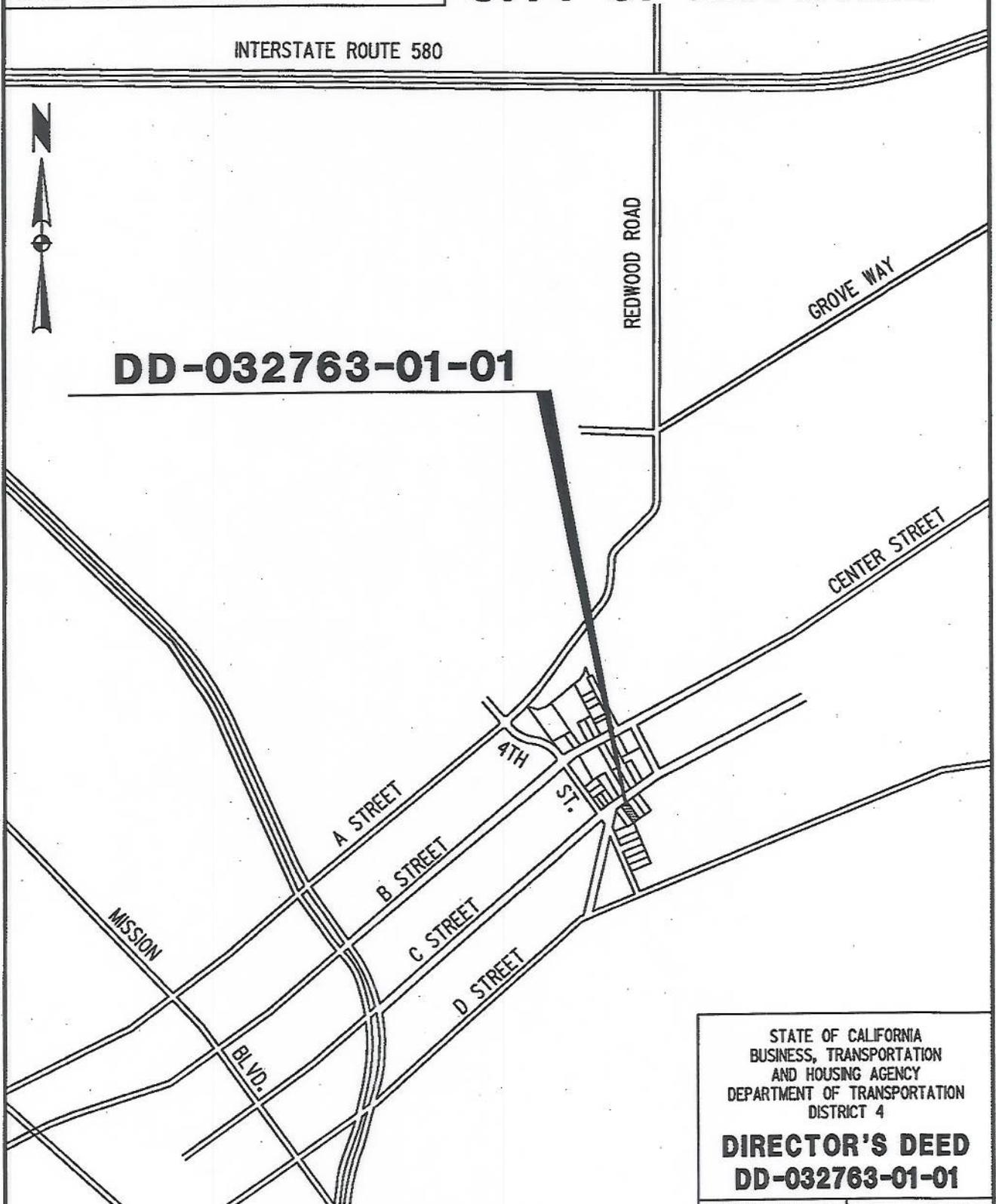
DISTANCES SHOWN ARE ON THE CALIFORNIA
 COORDINATE SYSTEM OF 1927, ZONE 3.
 MULTIPLY DISTANCES SHOWN BY 1.0000787 TO
 OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

INTERSTATE ROUTE 580



DD-032763-01-01



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

**DIRECTOR'S DEED
 DD-032763-01-01**

DRAWN BY: SR		DATE: 12/22/09	
CHECK BY: JZ		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5x	1 OF 2

SCALE IN FEET



R-167.5
 A-726.4

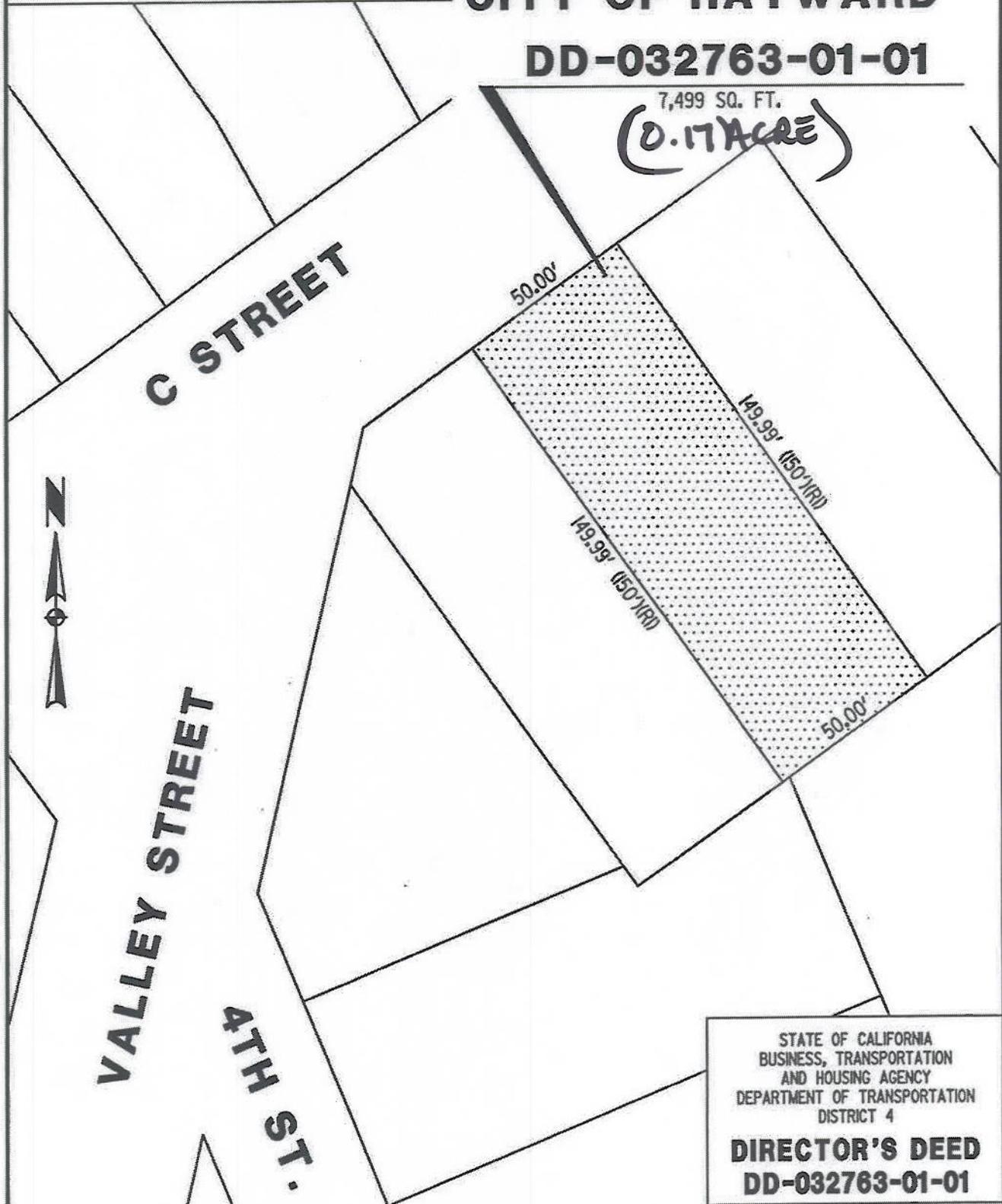
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

DD-032763-01-01

7,499 SQ. FT.

(0.17 ACRE)



R-167.5
A-726.4

LEGEND
(R) 2490 OR 338

SCALE IN FEET



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032763-01-01

DRAWN BY: SR		DATE: 2/10/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	2 OF 2

ALAMEDA COUNTY CITY OF HAYWARD

DD-032766-01-01

8,716 Sq. Ft. (0.20 Acre)

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES. EXCEPT AS NOTED FOR THE DEED.

Line Table For R1		
Line #	Direction	Length
L1	N23°30'W	30'
L2	S23°30'E	32'
L3	S23°30'E	36.33'
L4	N23°30'W	32'

LEGEND

Sq. Ft. square feet
 O.R. Official Records
 R1 State of California
 2345 O.R. 52
 POB Point of Beginning
 Note: deed bearings & distances are on the ground.

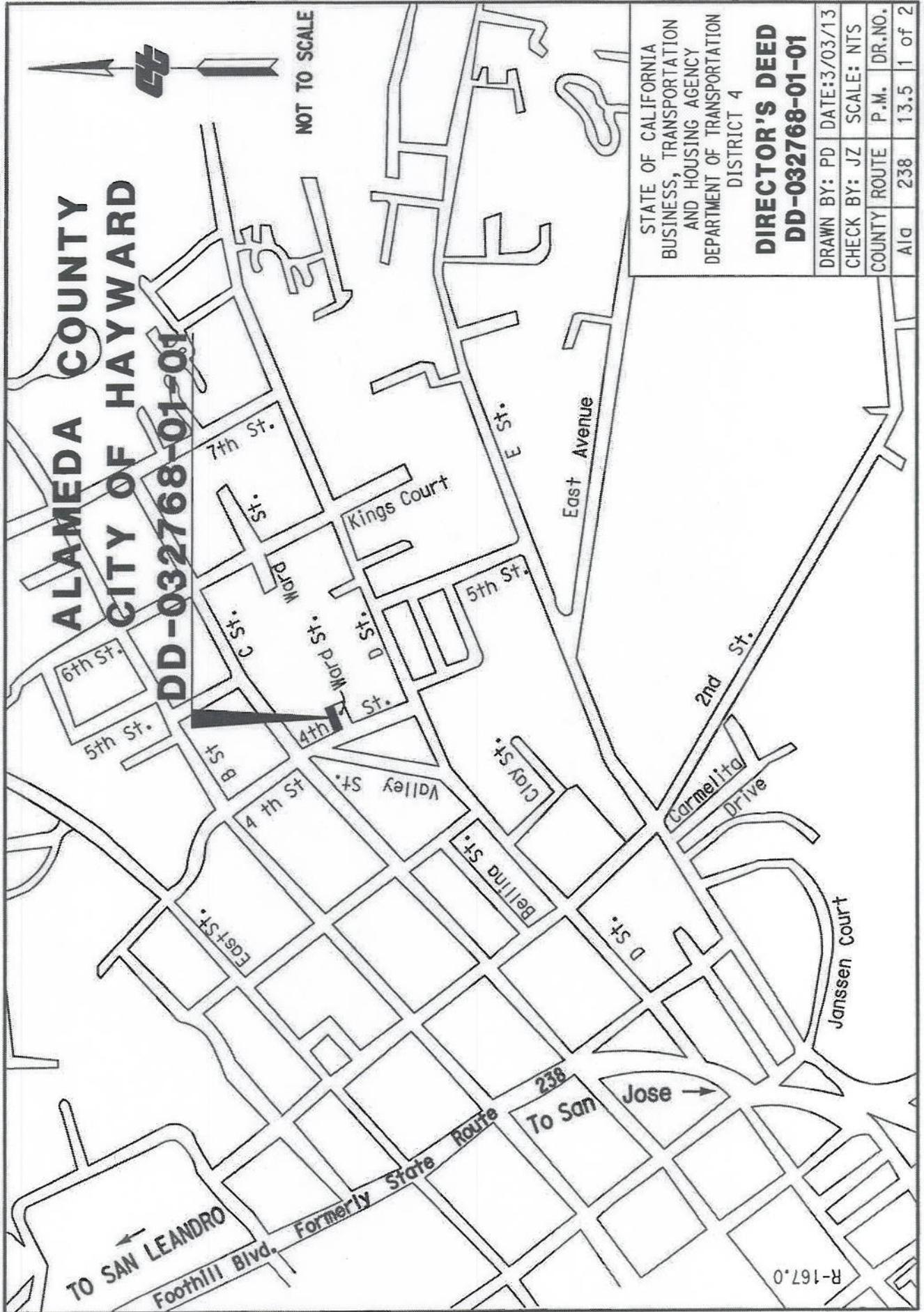
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-032766-01-01

DRAWN BY: PD	DATE: 3/8/12
CHECK BY: JZ	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
Alc 238	13.5 2 of 2



Line Table For R1		
Line #	Direction	Length
L5	S36°24'E	5.65'
L6	N53°36'E	52.58'
L7	N66°30'E	97.04'
L8	S66°30'W	150'



**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-032768-01-01

7,200 Sq. Ft. (0.16 Acs)

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

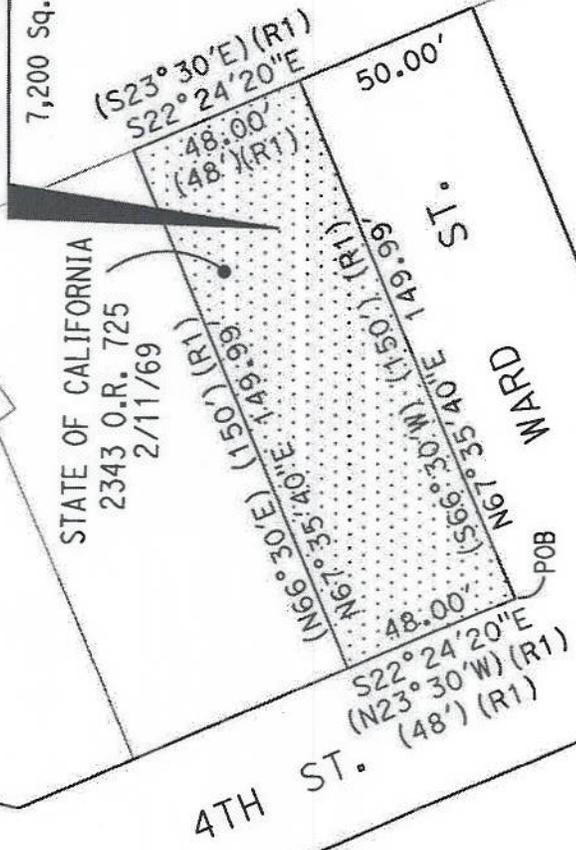


SCALE IN FEET
0 50
1" = 50'

LEGEND

- Sq. Ft. square feet
- O.R. Official Records
- POB Point of Beginning
- (R1) Record data per 2343 O.R. 725

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4	
DIRECTOR'S DEED DD-032768-01-01	
DRAWN BY: PD	DATE: 3/13/12
CHECK BY: JZ	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
Aid 238	13.5 2 of 2



STATE OF CALIFORNIA
2343 O.R. 725
2/11/69

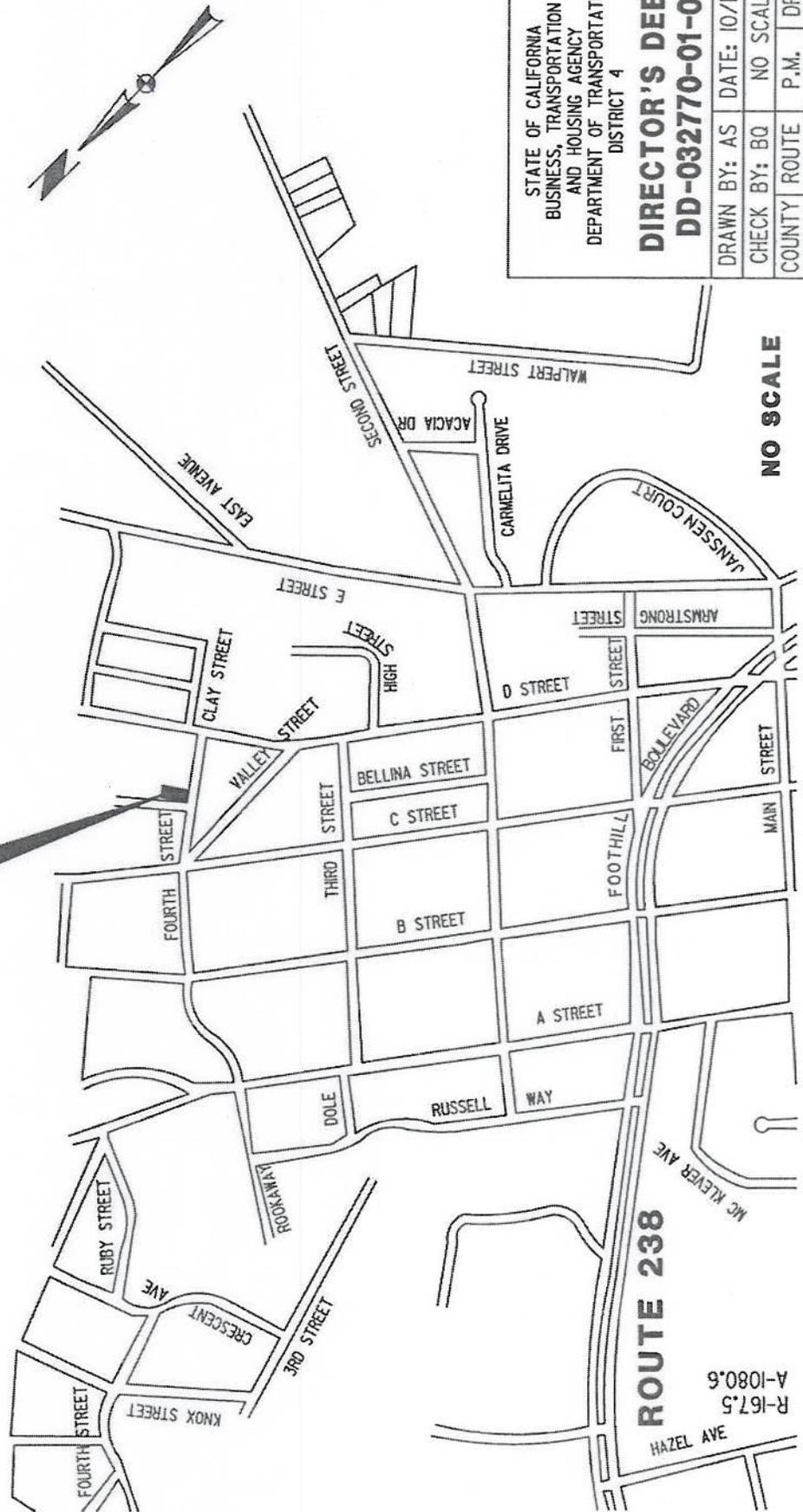
4TH ST.
VALLEY ST.
WARD
5TH ST.

R-167.5

ALAMEDA COUNTY CITY OF HAYWARD

DD-032770-01-01

7500_SQ_FT



NO SCALE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032770-01-01**

DRAWN BY: AS	DATE: 10/14/10
CHECK BY: BQ	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 238	13.5 1 OF 2

ROUTE 238

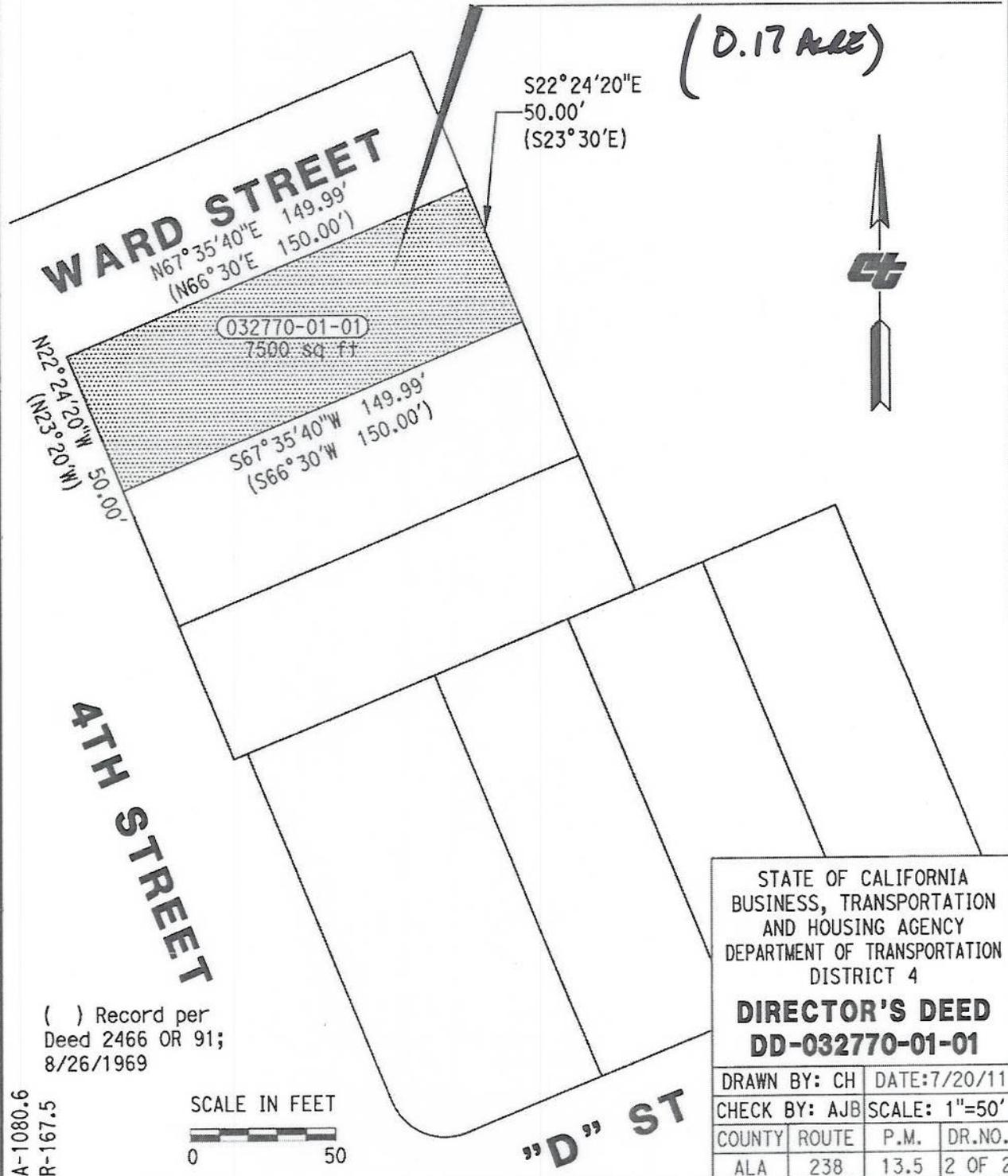
R-167.5
A-1080.6

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

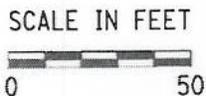
DD-032770-01-01

(D.17 ALLE)



() Record per Deed 2466 OR 91; 8/26/1969

A-1080.6
R-167.5



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032770-01-01

DRAWN BY: CH		DATE: 7/20/11	
CHECK BY: AJB		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5	2 OF 2

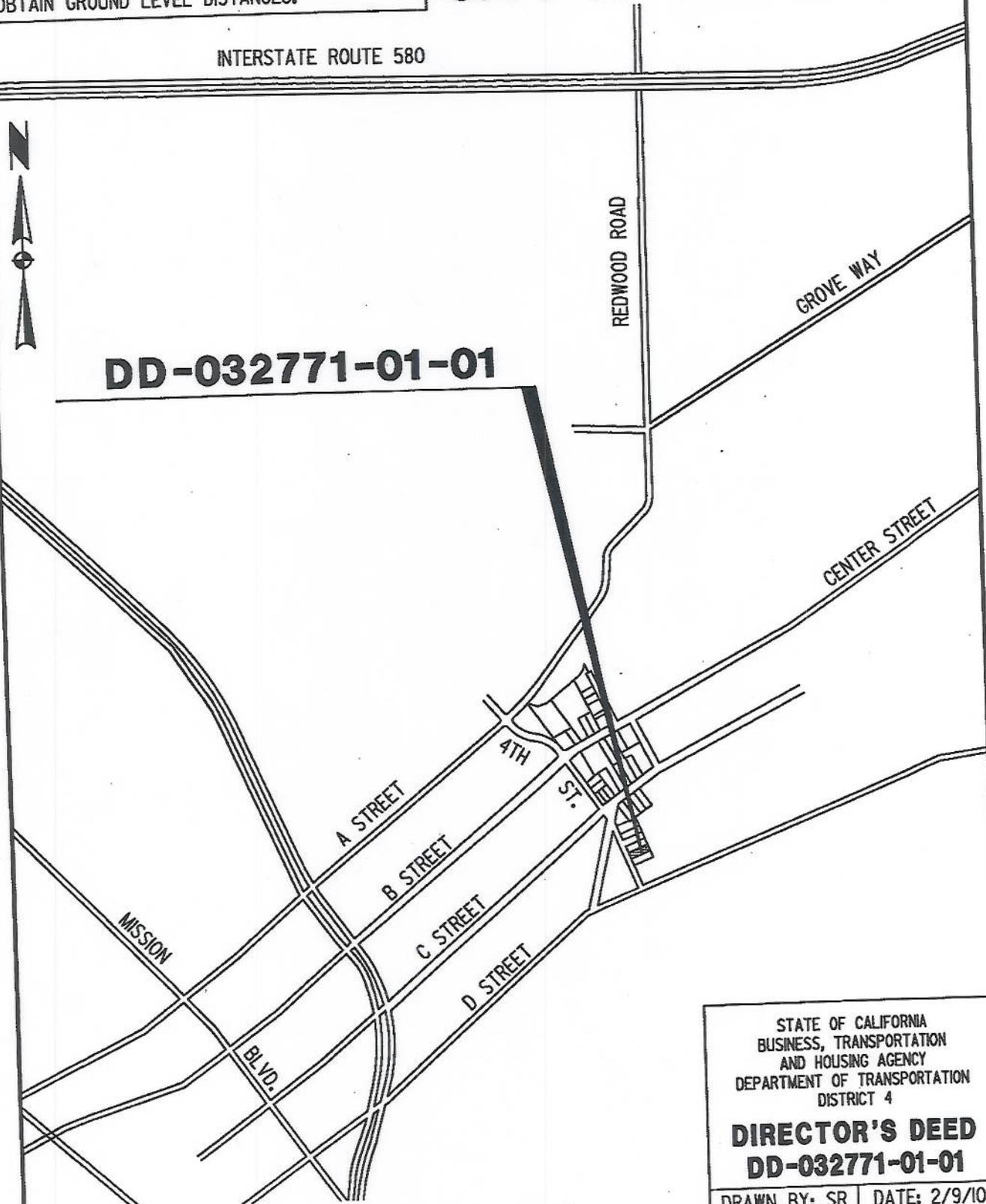
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

INTERSTATE ROUTE 580



DD-032771-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032771-01-01**

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	1 OF 2



R-167.5
A-726.4

DISTANCES SHOWN ARE ON THE CALIFORNIA
 COORDINATE SYSTEM OF 1927, ZONE 3.
 MULTIPLY DISTANCES SHOWN BY 1.0000787 TO
 OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

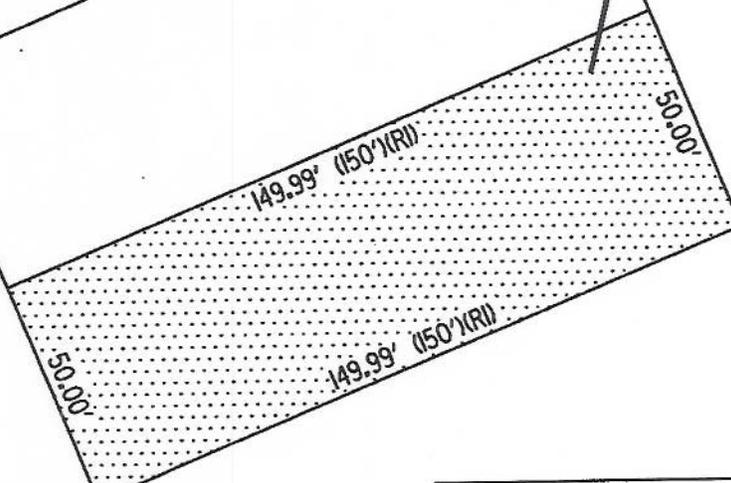
DD-032771-01-01

7,499 SQ. FT.
 (7,500 SQ FT)(RI)

(0.17 ACRE)

4TH ST.

WARD STREET



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-032771-01-01

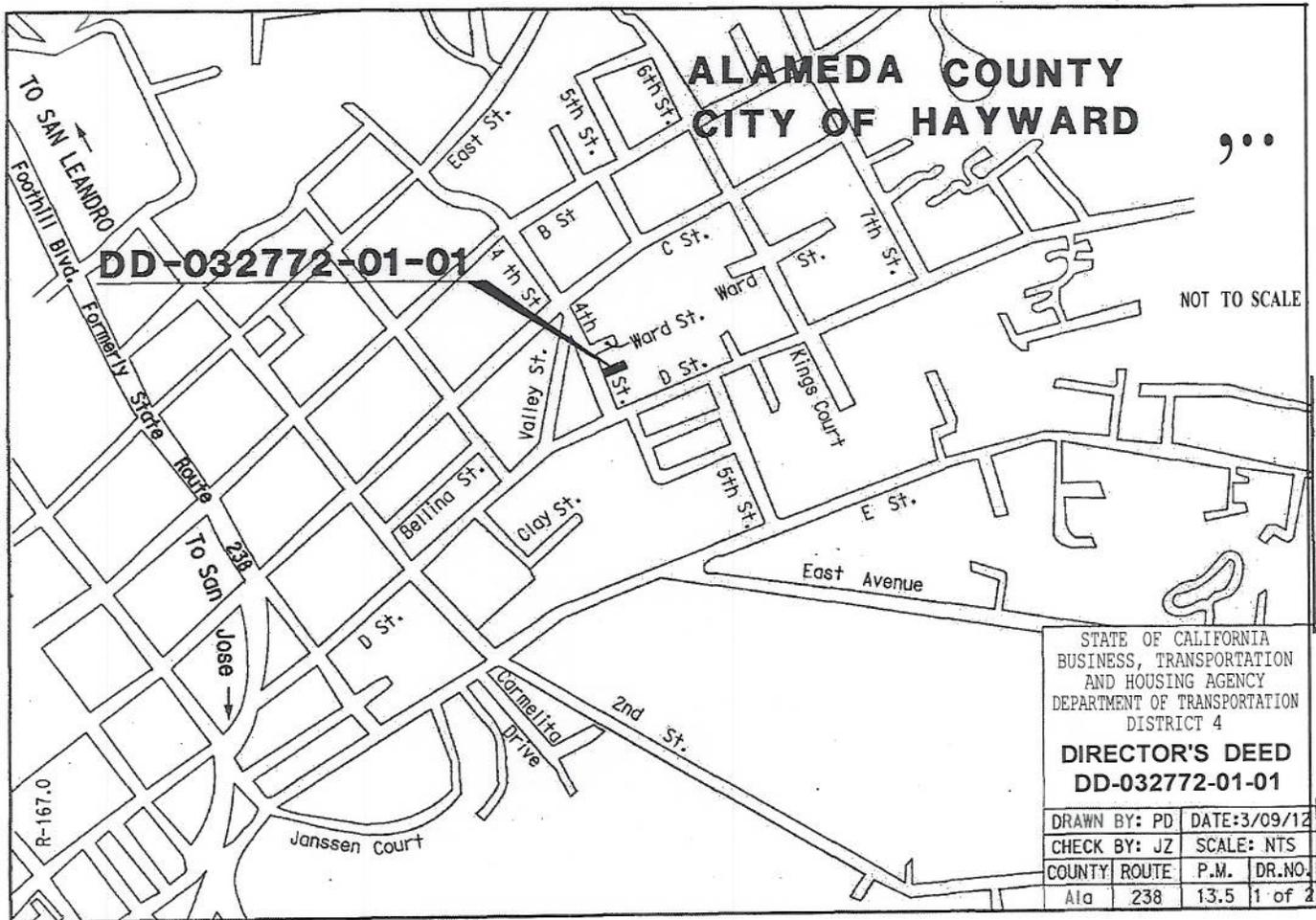
DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5X	2 OF 2

LEGEND
 (RI) 244I OR 280

SCALE IN FEET



R-167.5
 A-726.4



BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

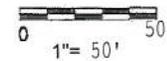
ALAMEDA COUNTY CITY OF HAYWARD

DD-032772-01-01.

7,500 Sq. Ft.

(O. MA. DE)

SCALE IN FEET



LEGEND

- Sq. Ft. square feet
- O.R. Official Records
- POB point of beginning
- POC point of commencement
- (R1) Record data per 2498 O.R. 782

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032772-01-01**

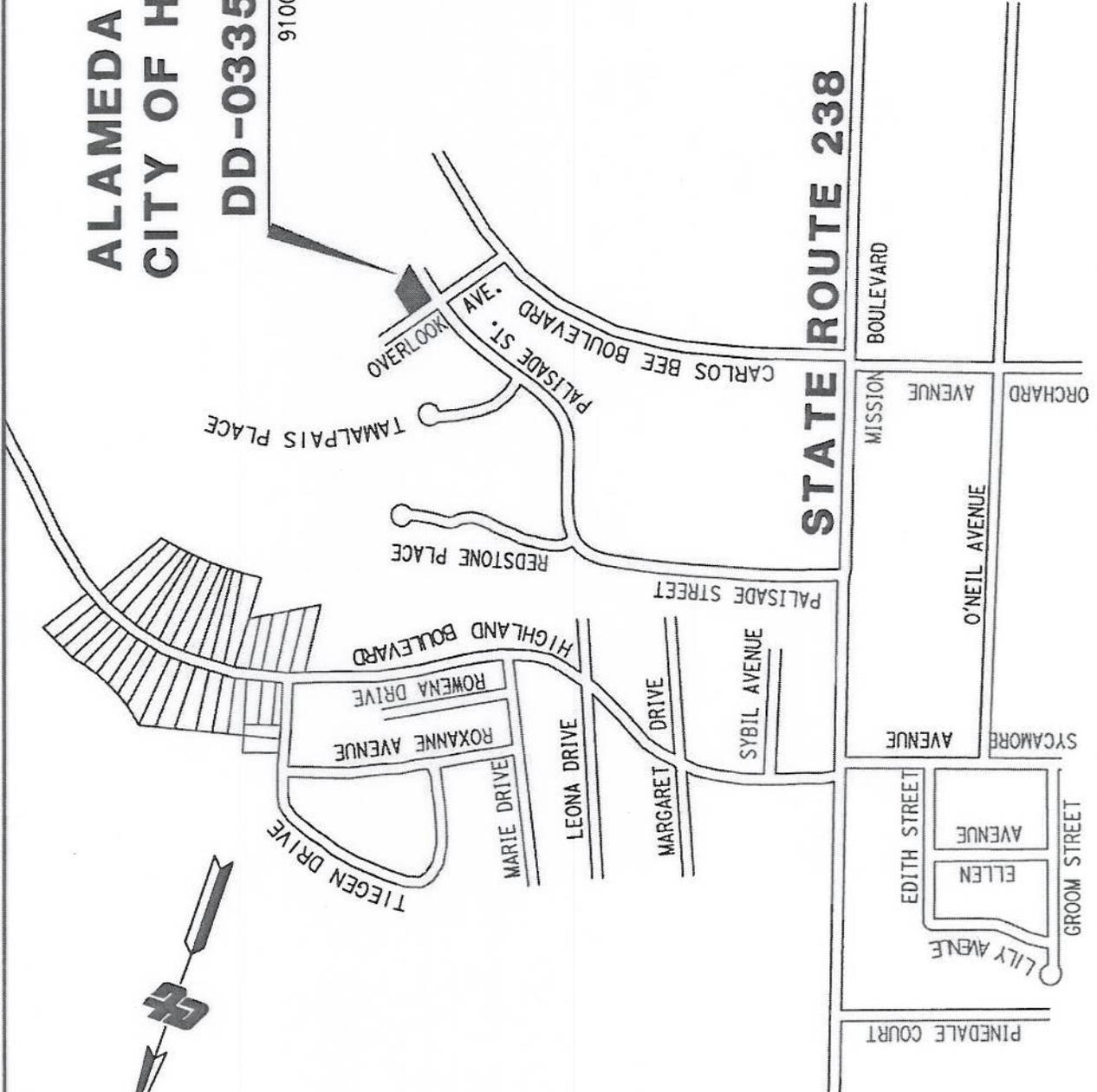
DRAWN BY: PD	DATE: 3/9/12		
CHECK BY: JZ	SCALE: 1"=50'		
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.5	2 of 2



**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033529-01-01

9100_SQ_FT



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4		DATE: 3/22/12
DIRECTOR'S DEED DD-033529-01-01		SCALE: NTS
DRAWN BY: CH	CHECK BY: WDN	COUNTY ROUTE
ALA	92	P.M. DR.NO.
	8.1X	1 OF 2

R-97A.00

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

**ALAMEDA COUNTY
CITY OF HAYWARD**

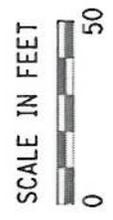
DD-033529-01-01

9100 SQ. FT.
(0.21 AC)



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4	
DIRECTOR'S DEED	DD-033529-01-01
DRAWN BY: CH	DATE: 3/22/12
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 92	8.1X 2 OF 2

LEGEND
() PER RIGHT OF WAY
RECORD MAP R-97A.21



PALISADE ST.

OVERLOOK AVE.

TRACT 1801
BK. 38 PG. 43

33892

33891

33889

33546

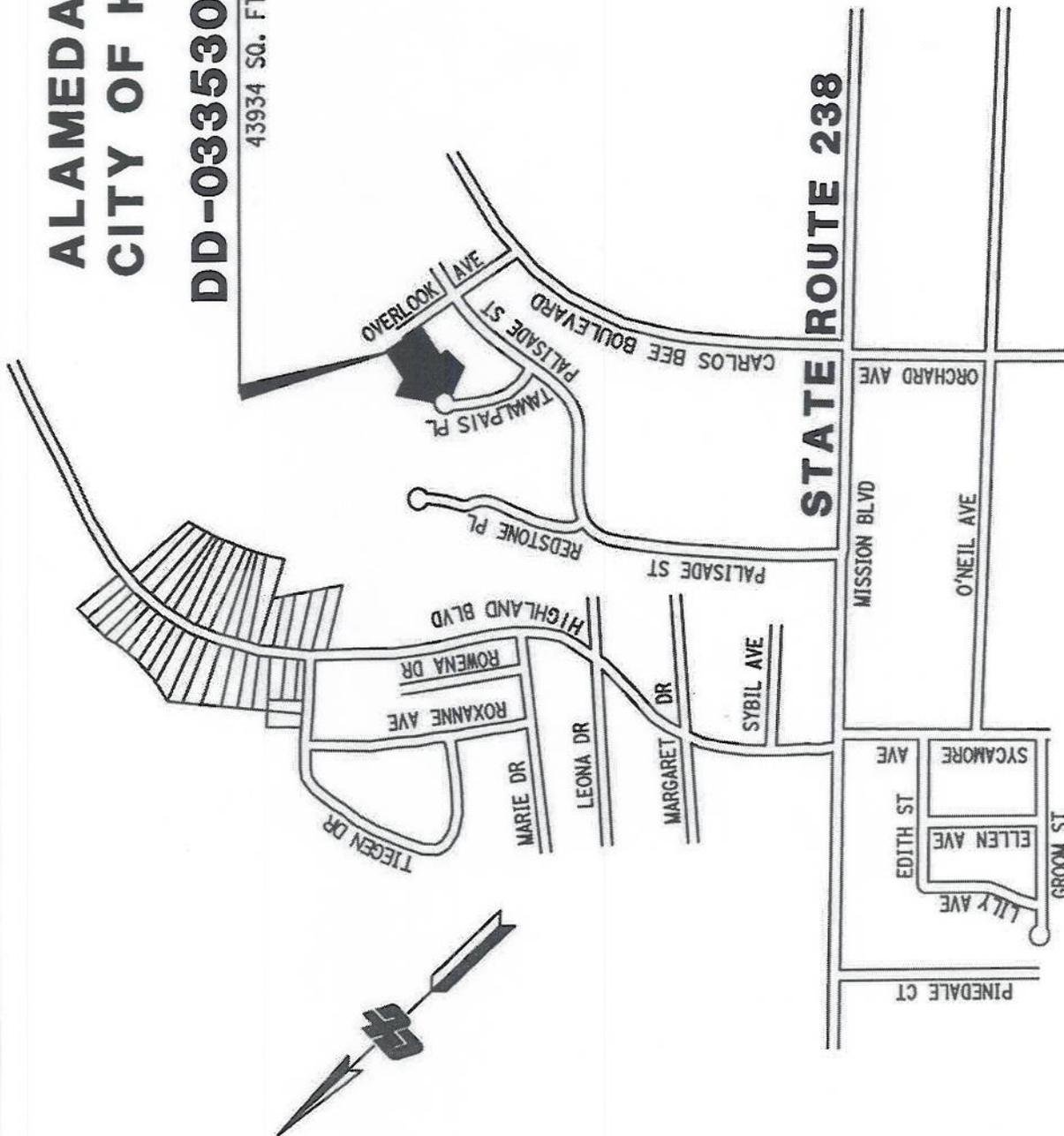
33884

R-97A.21

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033530-01-01

43934 SQ. FT.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033530-01-01**

DRAWN BY: CH	DATE: 7/31/13	
CHECK BY: WDN	NO SCALE	
COUNTY ROUTE	P.M.	DR.NO.
ALA 92	8.2X	1 OF 2

R-97A.00

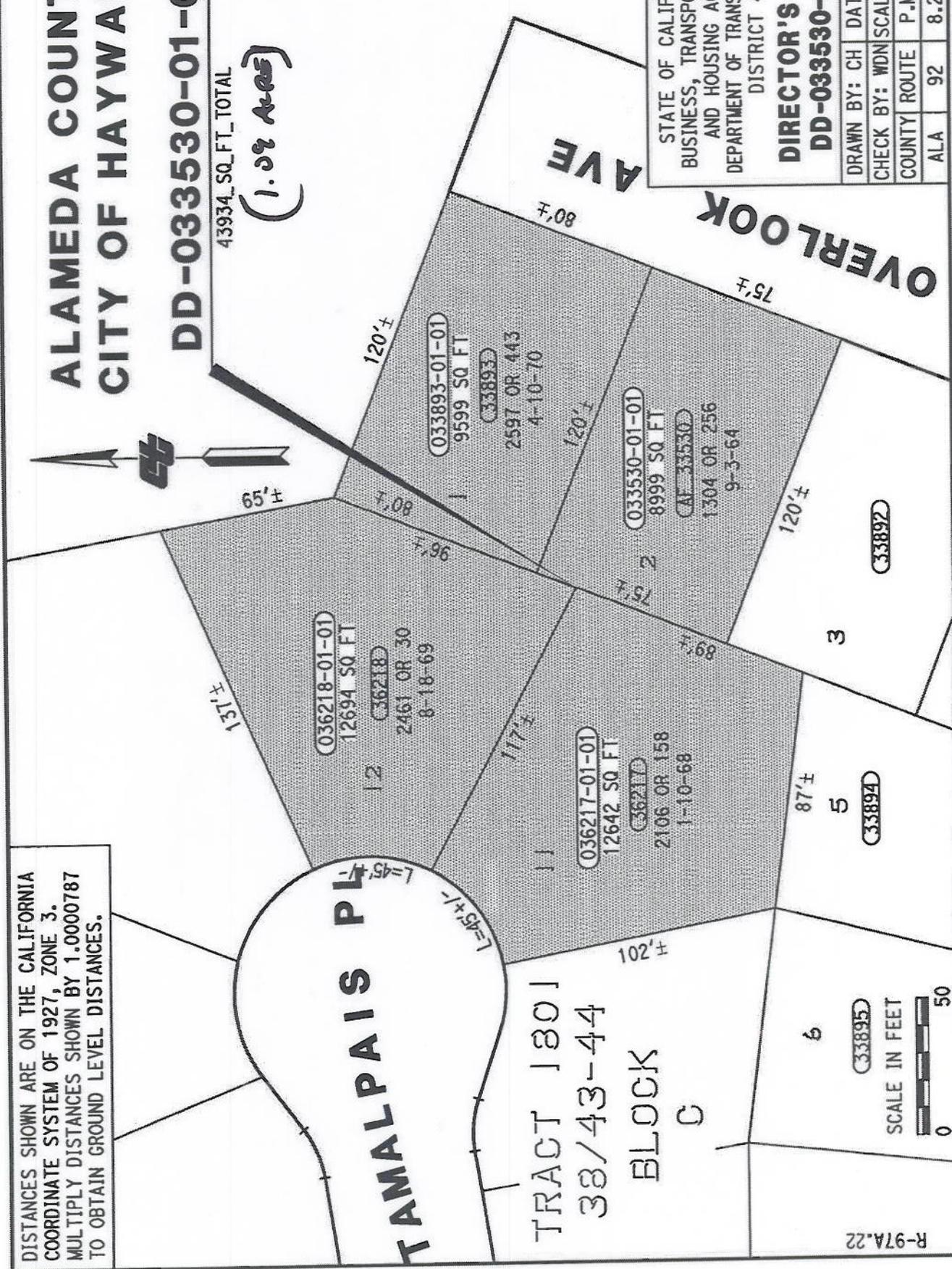
**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033530-01-01

43934_SQ_FT_TOTAL

(1.22 Acres)

DISTANCES SHOWN ARE ON THE CALIFORNIA
COORDINATE SYSTEM OF 1927, ZONE 3.
MULTIPLY DISTANCES SHOWN BY 1.0000787
TO OBTAIN GROUND LEVEL DISTANCES.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033530-01-01**

DRAWN BY:	CH	DATE:	8/7/13
CHECK BY:	WDN	SCALE:	1"=50'
COUNTY:	ROUTE	P.M.	DR.NO.
ALA	92	8.2X	2 OF 2

R-97A.22

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033532-01-01

9019_SQ_FT



STATE ROUTE 238

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033532-01-01**

DRAWN BY: CH	DATE: 1/27/12
CHECK BY: WDN	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 92	8.1X 1 OF 2

R-97A.00

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

(AF 33534)

TRACT 1801
38/43-44

9019 SQ. FT (0.21 Acres)

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033532-01-01

33895

33894

33892

33891

PALISADE ST.

OVERLOOK AVE.

12

33898

11

33893

**BLOCK
B**

10

33897

9
CAF 33532

1283 OR 3
8-11-64

9019 SQ. FT
033532-01-01

8

33884

SCALE IN FEET



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033532-01-01**

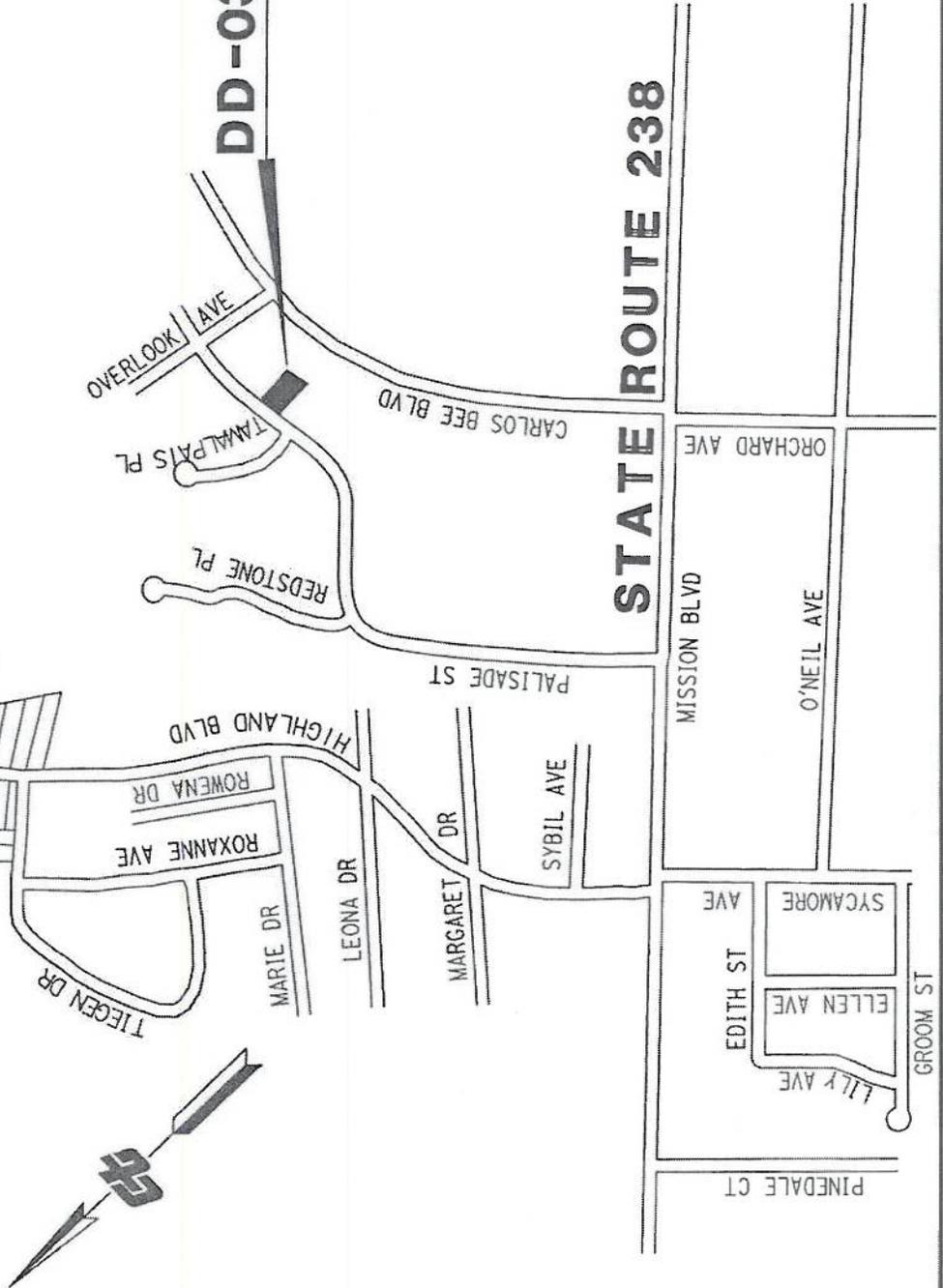
DRAWN BY: CH	DATE: 1/30/12
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 92	8.1X 2 OF 2

R-97A.21; .22

ALAMEDA COUNTY CITY OF HAYWARD

DD-033533-01-01

9332_SQ_FT



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED		DATE: 2/23/12	
DD-033533-01-01		CHECK BY: WDN	NO SCALE
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2X	1 OF 2

R-97A.00

**ALAMEDA COUNTY
CITY OF HAYWARD**

DISTANCES SHOWN ARE ON THE CALIFORNIA
COORDINATE SYSTEM OF 1927, ZONE 3.
MULTIPLY DISTANCES SHOWN BY 1.0000787
TO OBTAIN GROUND LEVEL DISTANCES.



TAMALPAIS PL.

8

(AF 33534)

7

(33896)

6

(33895)

5

(33894)

TRACT 180J
38/43-44

BLOCK
C

DD-033533-01-01

9332 SQ. FT

(0.21 Acres)

PALISADE ST.

L=27' +/-

14

(39285)

13

BLOCK
B

12

(33898)

10

(33897)

52' +/-

11

(AF 33533)

1284 OR 202
8-12-64

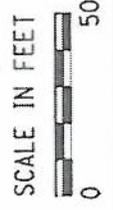
(033533-01-01)
9332 SQ. FT

73' +/-

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033533-01-01**

DRAWN BY: CH	DATE: 2/23/12
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 92	8.2X 2 OF 2

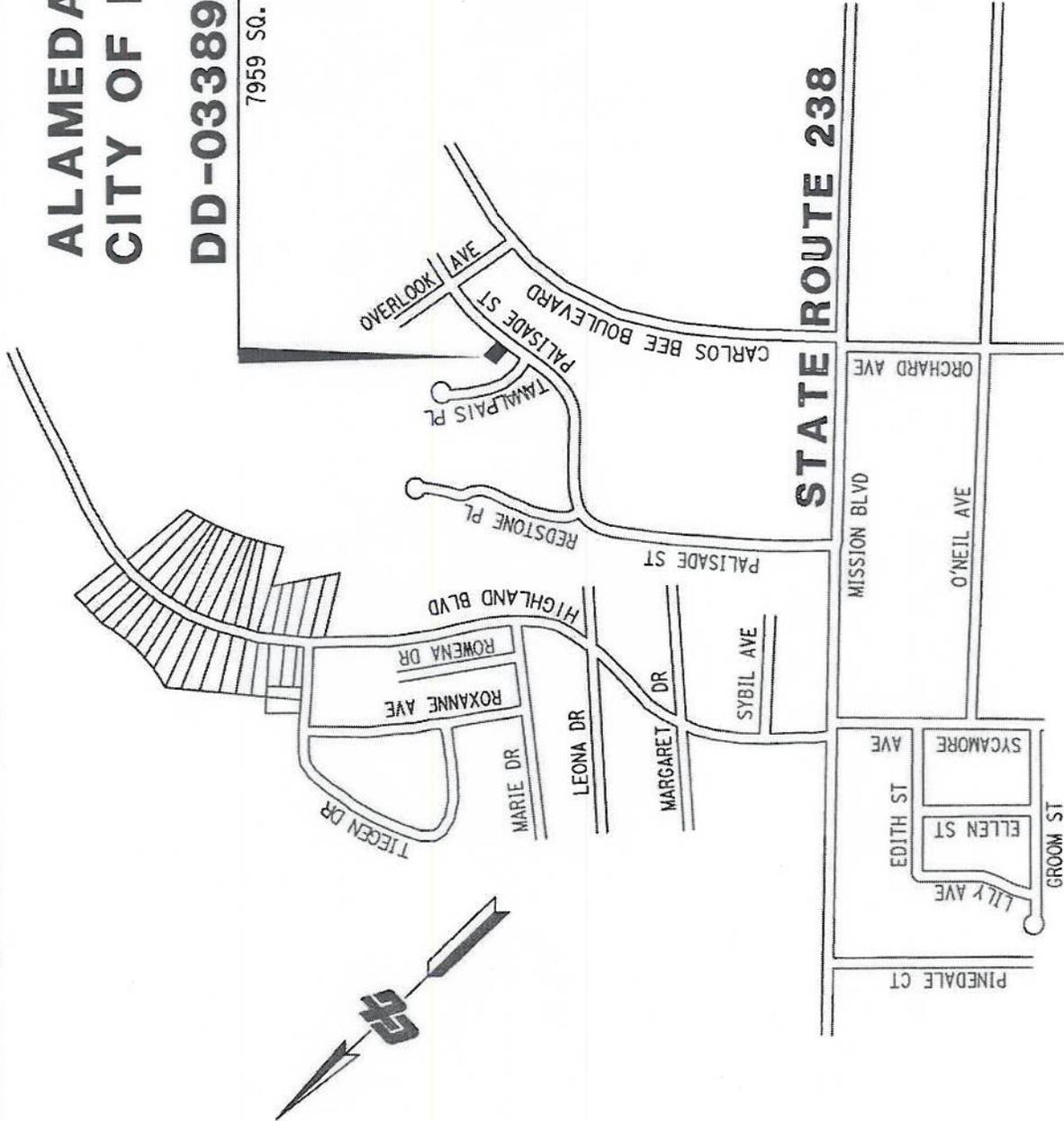


R-97A.22

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-033896-01-01

7959 SQ. FT.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033896-01-01

DRAWN BY: CH	DATE: 11/16/11
CHECK BY: WDN	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 92	8.2X 1 OF 2

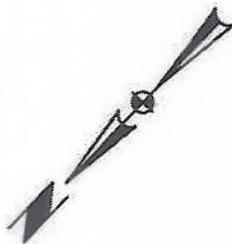
R-97A.22

ALAMEDA COUNTY CITY OF HAYWARD

DD-036250-01-01

10289 SQ FT

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036250-01-01

DRAWN BY: AS	DATE: 3/23/10
CHECK BY: BQ	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 238	12.6X 1 OF 2

NO SCALE

R-167.8

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

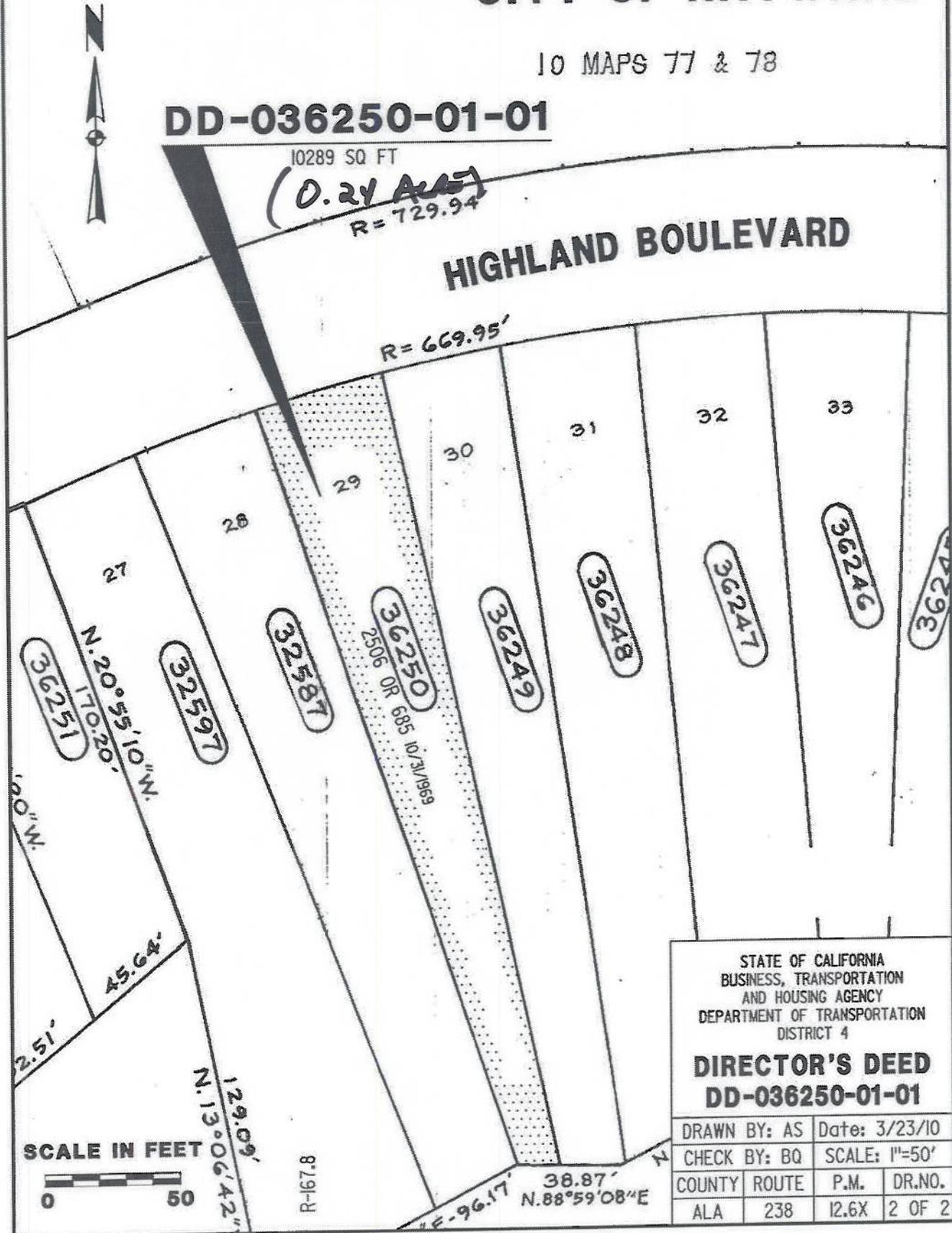
10 MAPS 77 & 78

DD-036250-01-01

10289 SQ FT

(0.24 Acres)
R = 729.94

HIGHLAND BOULEVARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED DD-036250-01-01

DRAWN BY: AS	Date: 3/23/10		
CHECK BY: BQ	SCALE: 1"=50'		
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

SCALE IN FEET

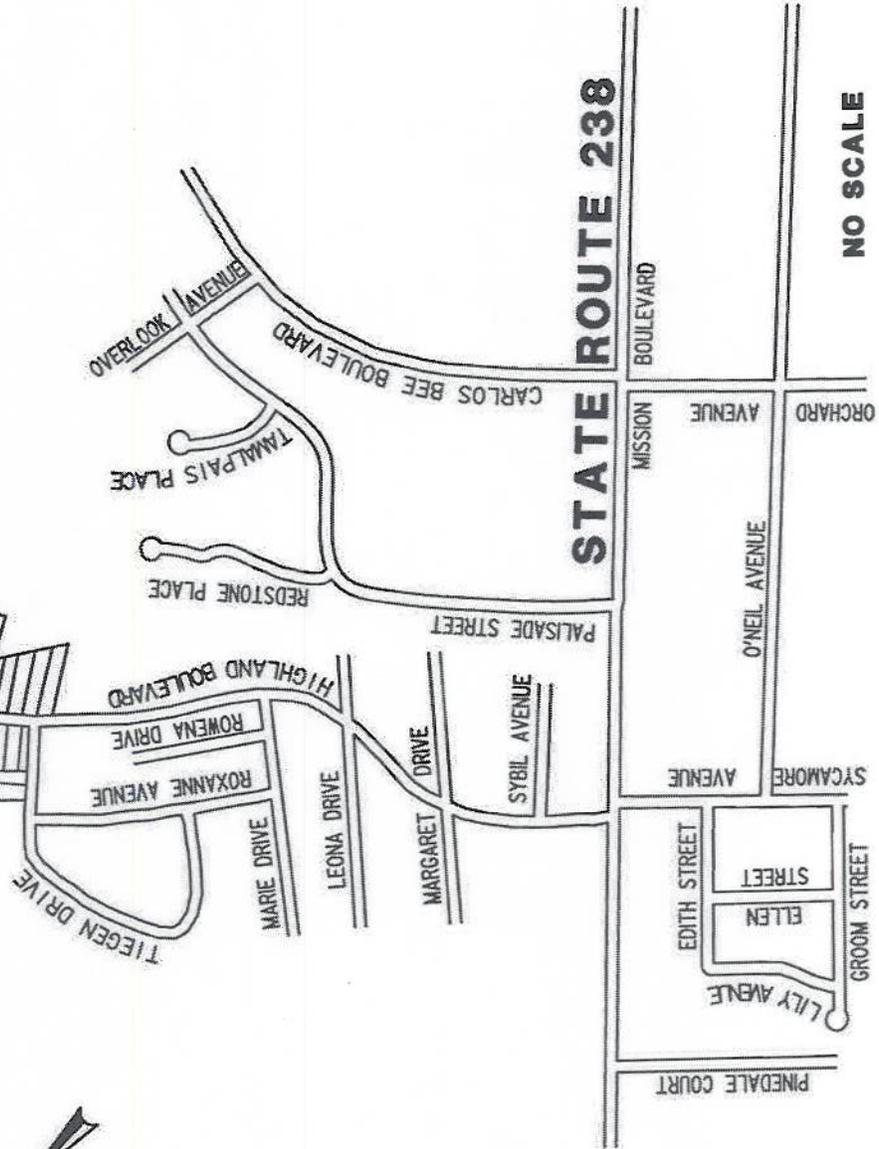


ALAMEDA COUNTY CITY OF HAYWARD

DD-036262-01-01

9466 SQ FT

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036262-01-01

DRAWN BY: AS	DATE: 3/23/10
CHECK BY: BQ	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 238	12.6X 1 OF 2

NO SCALE

R-167.8

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

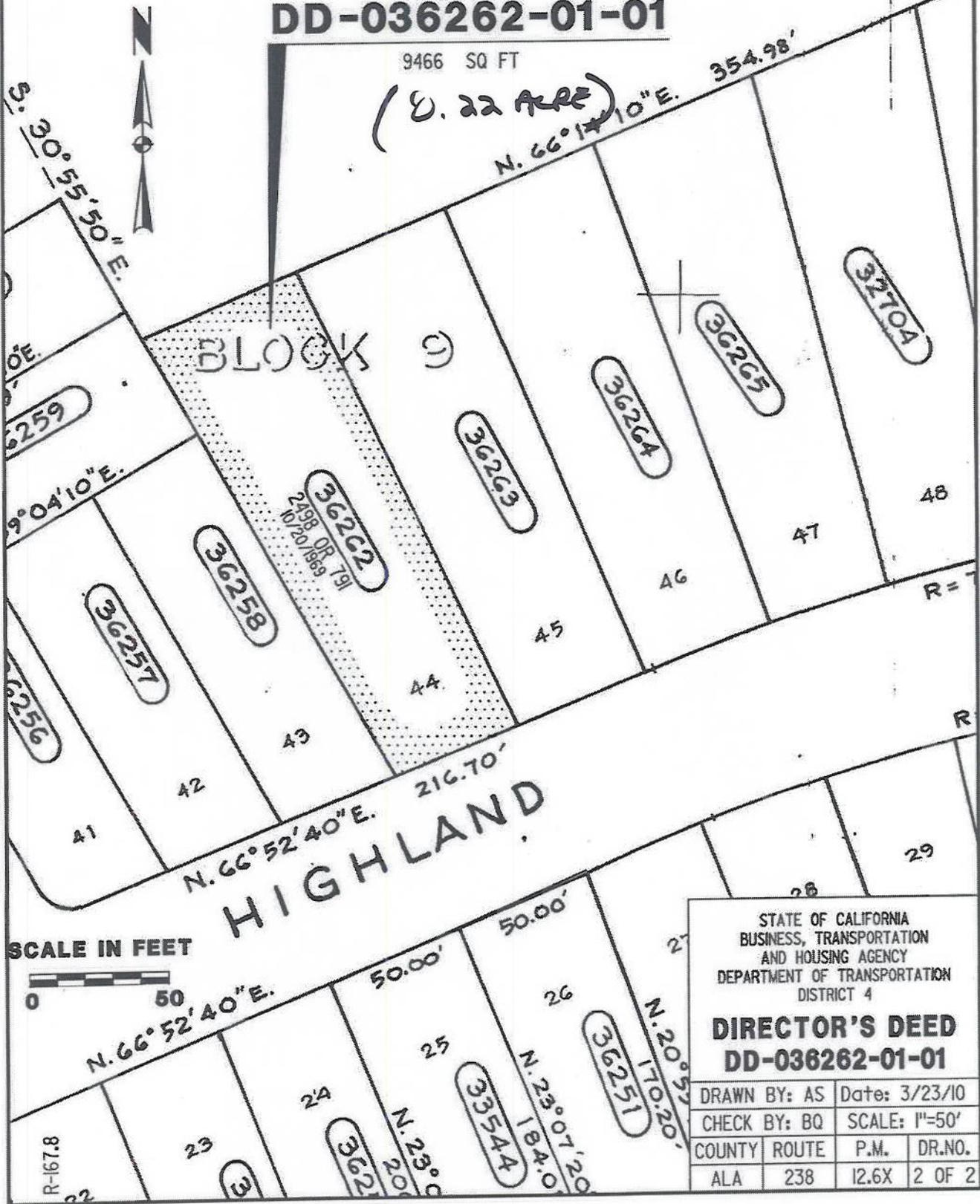
ALAMEDA COUNTY CITY OF HAYWARD

10 MAPS 77 & 78

DD-036262-01-01

9466 SQ FT

(0.22 ACRE)



SCALE IN FEET



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036262-01-01

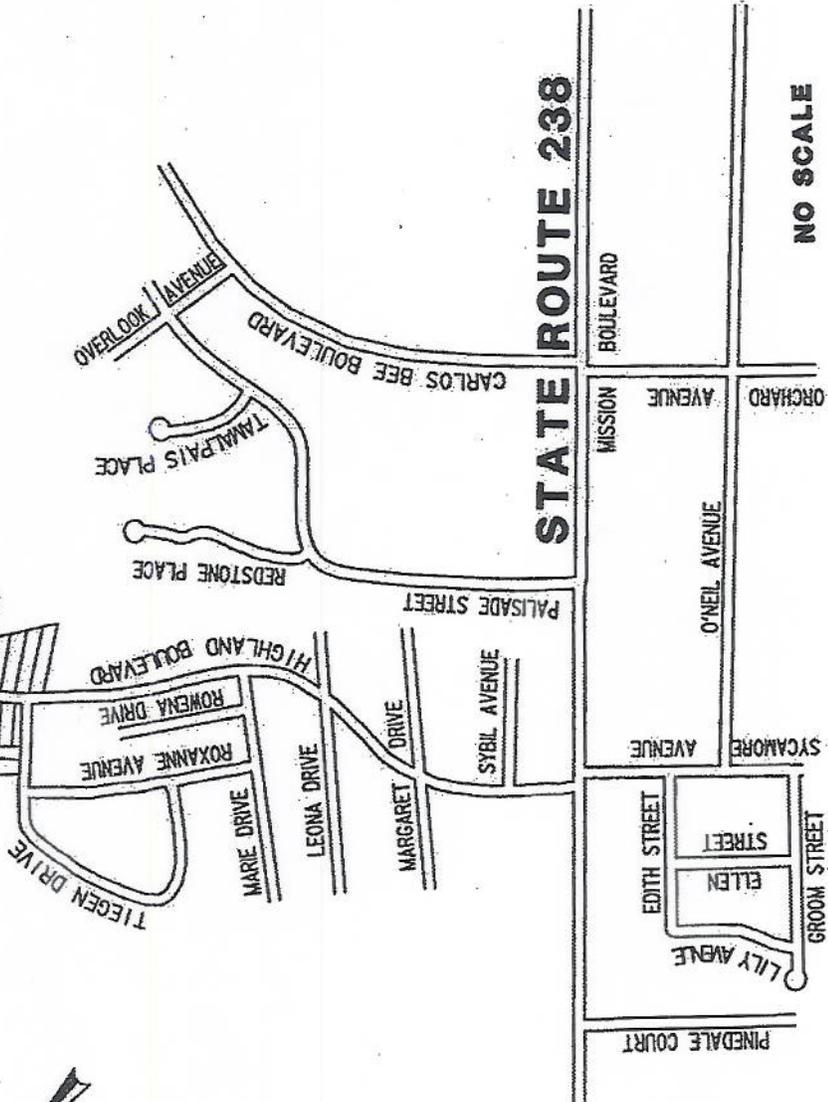
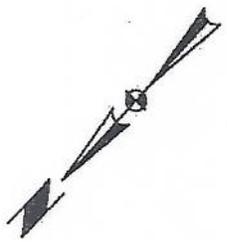
DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-036267-01-01

10837 SQ FT

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



R-167.8

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED		DATE: 3/23/10	
DD-036267-01-01		CHECK BY: BQ	NO SCALE
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

STATE ROUTE 238

NO SCALE

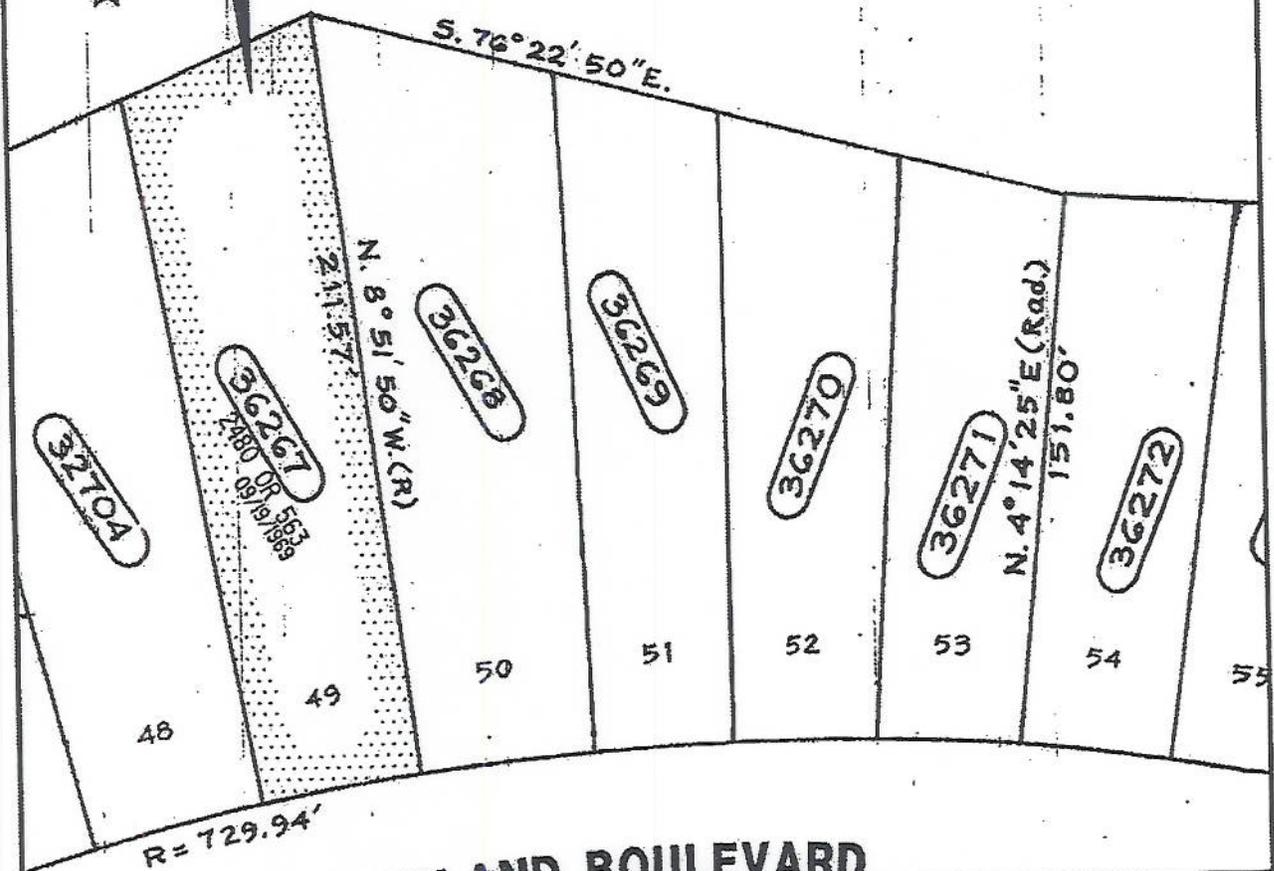
DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

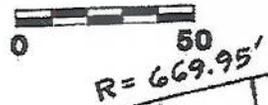
10 MAPS 77 & 78

DD-036267-01-01

10837 SQ FT (0.25 ACRE)



SCALE IN FEET **HIGHLAND BOULEVARD**

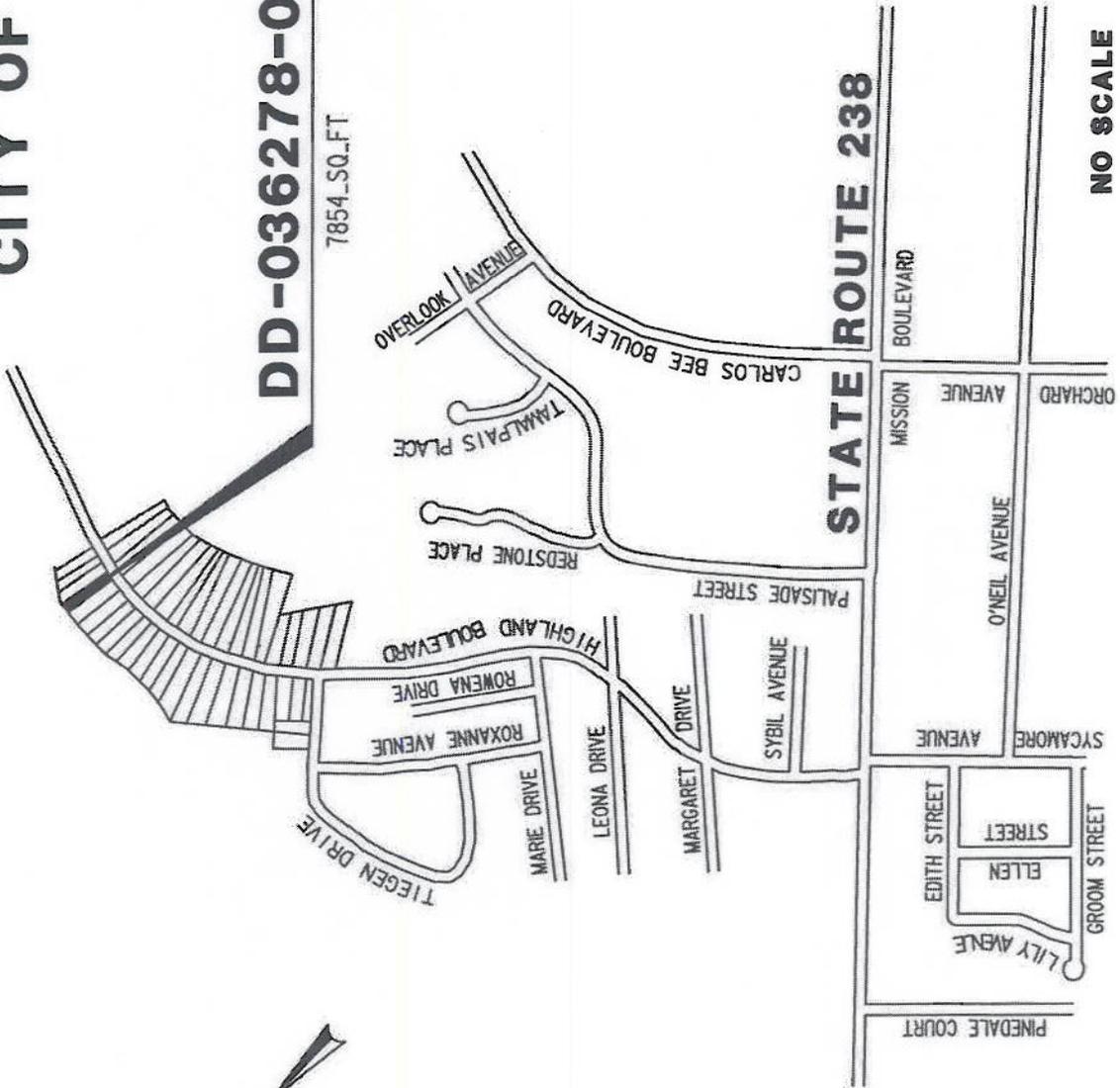


STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-036267-01-01			
DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

ALAMEDA COUNTY CITY OF HAYWARD

DD-036278-01-01

7854_SQ_FT



NO SCALE

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4		DRAWN BY: AS	DATE: 10/28/10
DIRECTOR'S DEED DD-036278-01-01		CHECK BY: BQ	NO SCALE
ALA	238	COUNTY ROUTE	P.M. DR.NO.
			12.6X 1 OF 2

R-97A.23
A-754.10

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD



DD-036278-01-01

7854_SQ_FT (0.17 Acre)

**HAYWARD
MEMORIAL PARK**

10 MAPS 77 AND 78
BLOCK 9

N75°49'00"W
50.28'

N21°42'00"E
171.06'

DD-036278-01-01
7854 sq ft
2463 OR 81
8/20/69

N24°50'20"E
179.34'

R=730.00'
Δ=3°08'22"
L=40.00'

**HIGHLAND
AVENUE**

R-97A.23
A-754.10

SCALE IN FEET



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

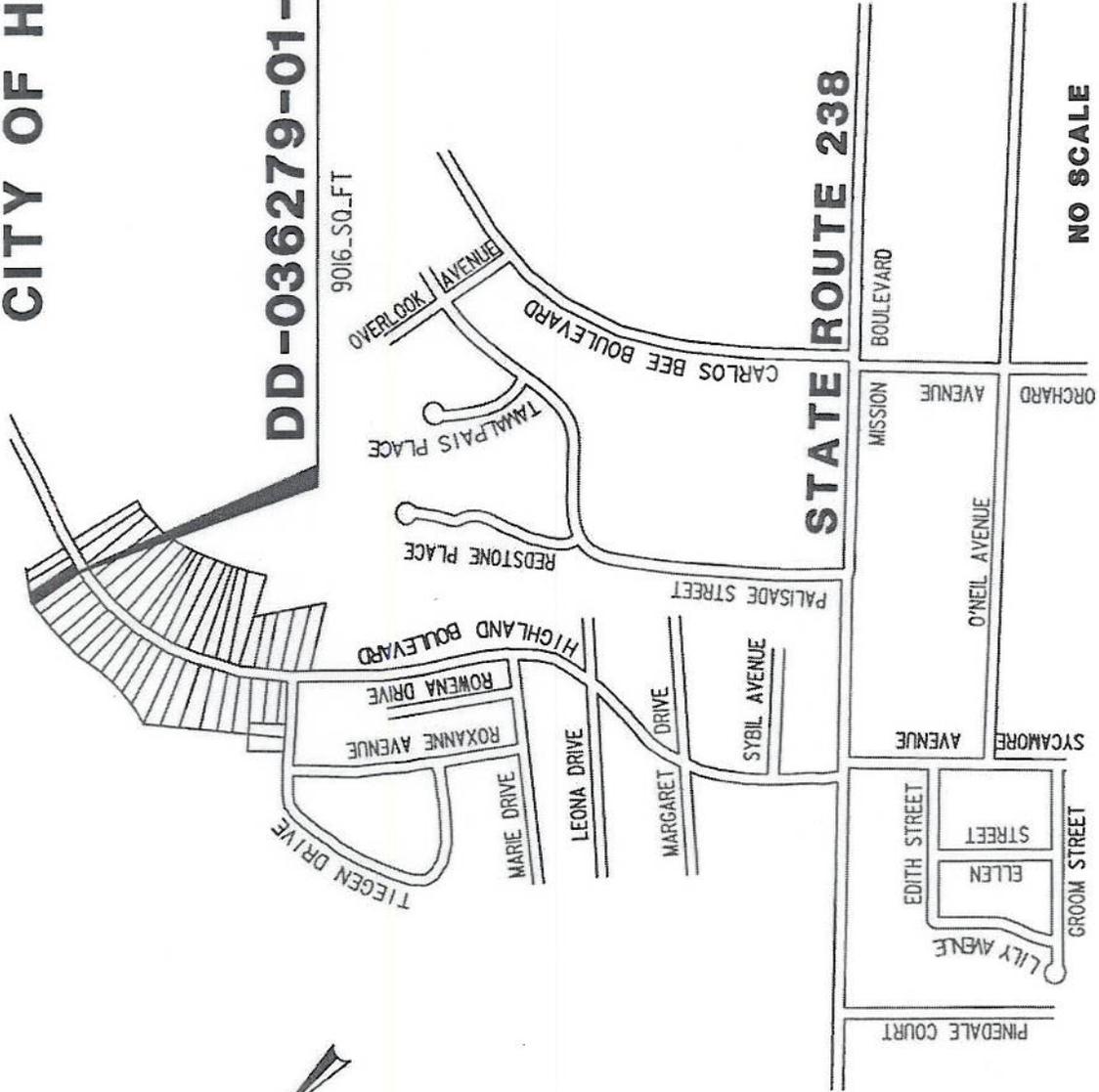
**DIRECTOR'S DEED
DD-036278-01-01**

DRAWN BY: AS		DATE:10/28/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

ALAMEDA COUNTY CITY OF HAYWARD

DD-036279-01-01

9016_S0_FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036279-01-01**

DRAWN BY: AS	DATE: 10/28/10
CHECK BY: BQ	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 238	12.6X 1 OF 2

STATE ROUTE 238

NO SCALE

R-97A.23
A-754.10

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

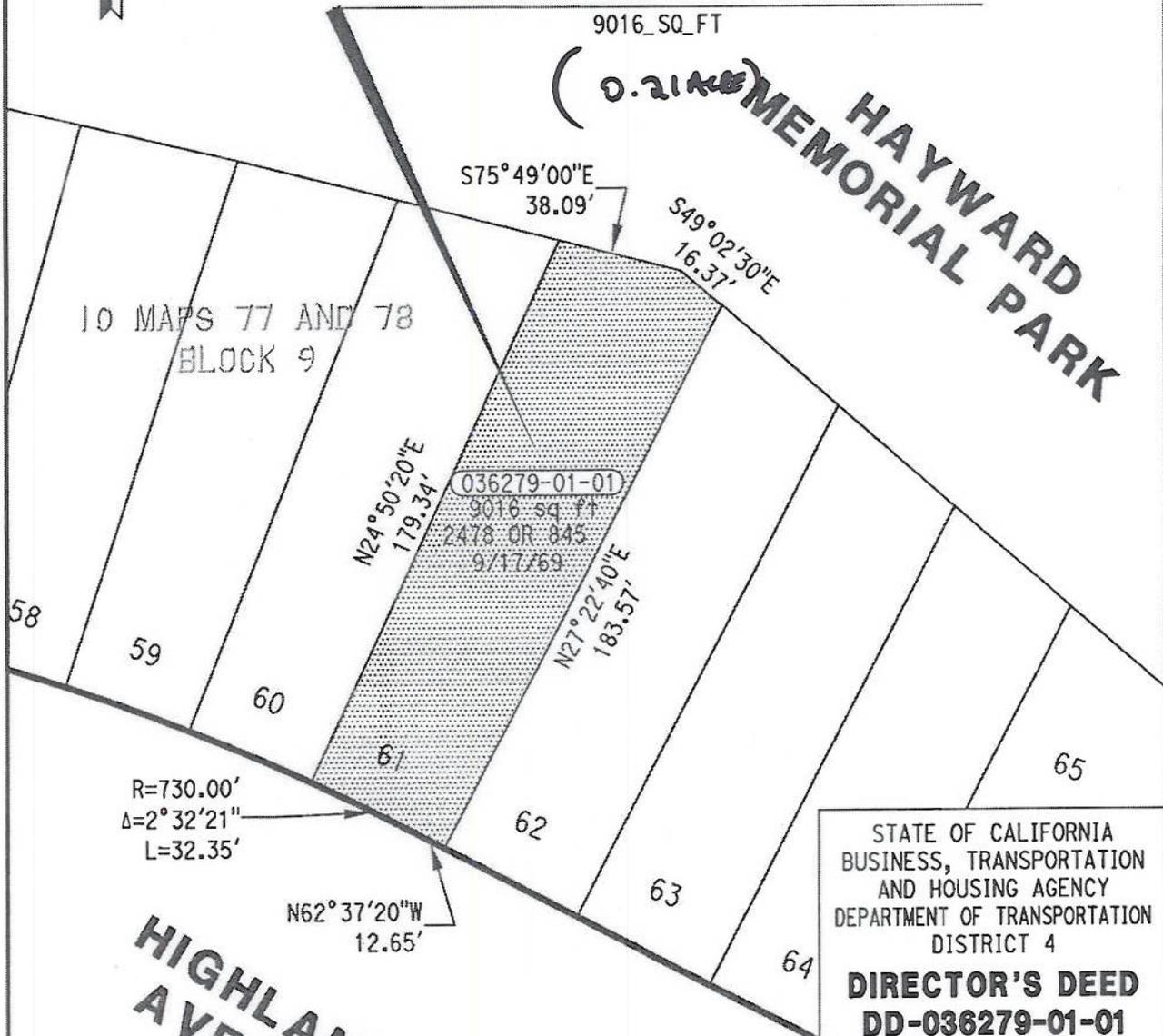
ALAMEDA COUNTY CITY OF HAYWARD



DD-036279-01-01

9016_SQ_FT

(0.2148) **HAYWARD MEMORIAL PARK**



10 MAPS 77 AND 78
BLOCK 9

58

59

60

61

62

63

64

65

R=730.00'
Δ=2°32'21"
L=32.35'

N62°37'20"W
12.65'

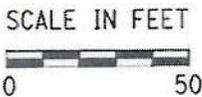
036279-01-01
9016 sq ft
2478 OR 845
9/17/69

HIGHLAND AVENUE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036279-01-01**

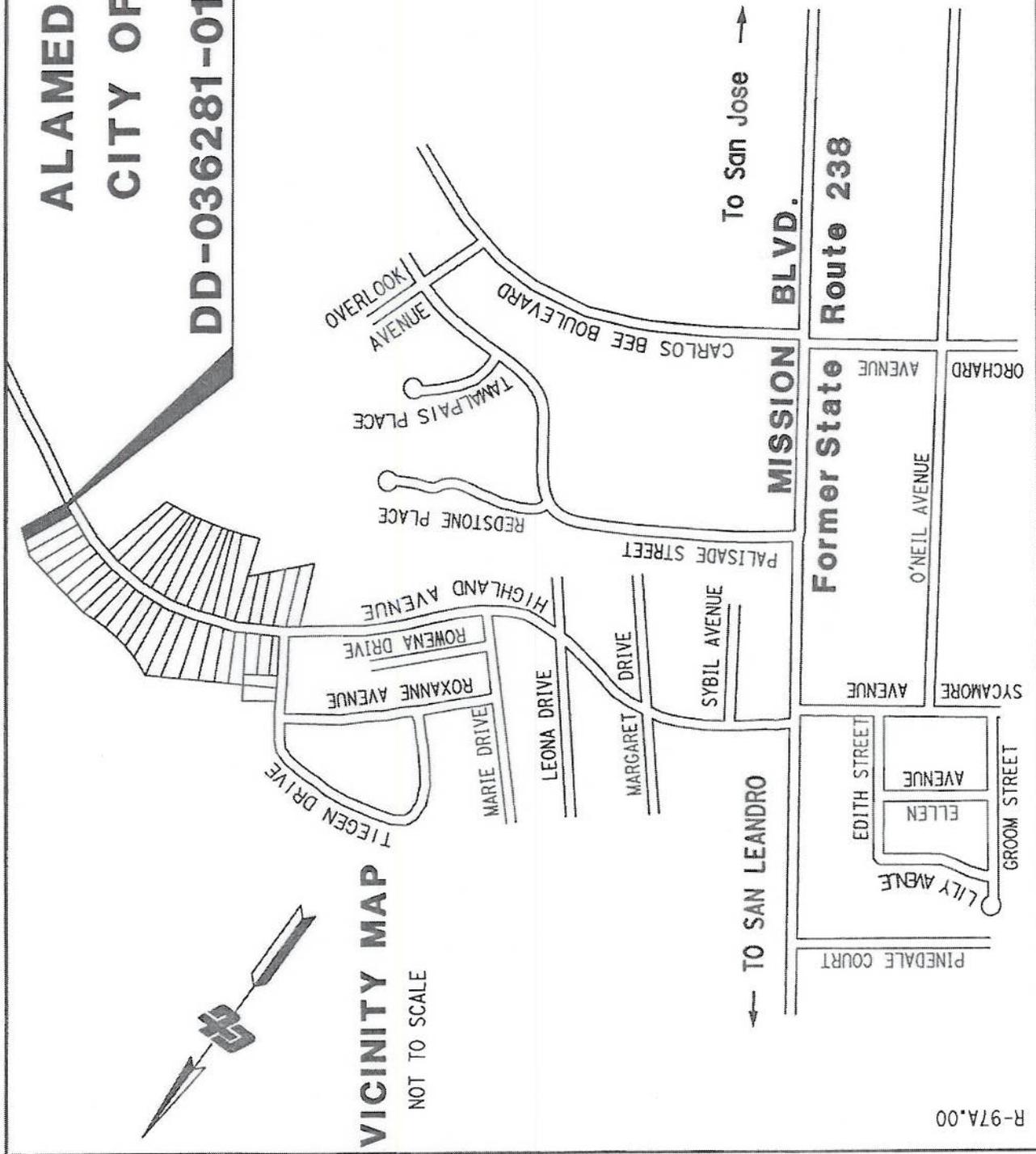
A-754.10
R-97A.23



DRAWN BY: AS		DATE: 10/28/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	2 OF 2

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-036281-01-01



VICINITY MAP

NOT TO SCALE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036281-01-01**

DRAWN BY: PD	DATE: 1/19/12
CHECK BY: JZ	SCALE: None
COUNTY ROUTE	P.M. DR.NO.
Aid 238	12.6X 1 of 2

R-97A.00

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-036281-01-01

7,526 Sq. Ft.

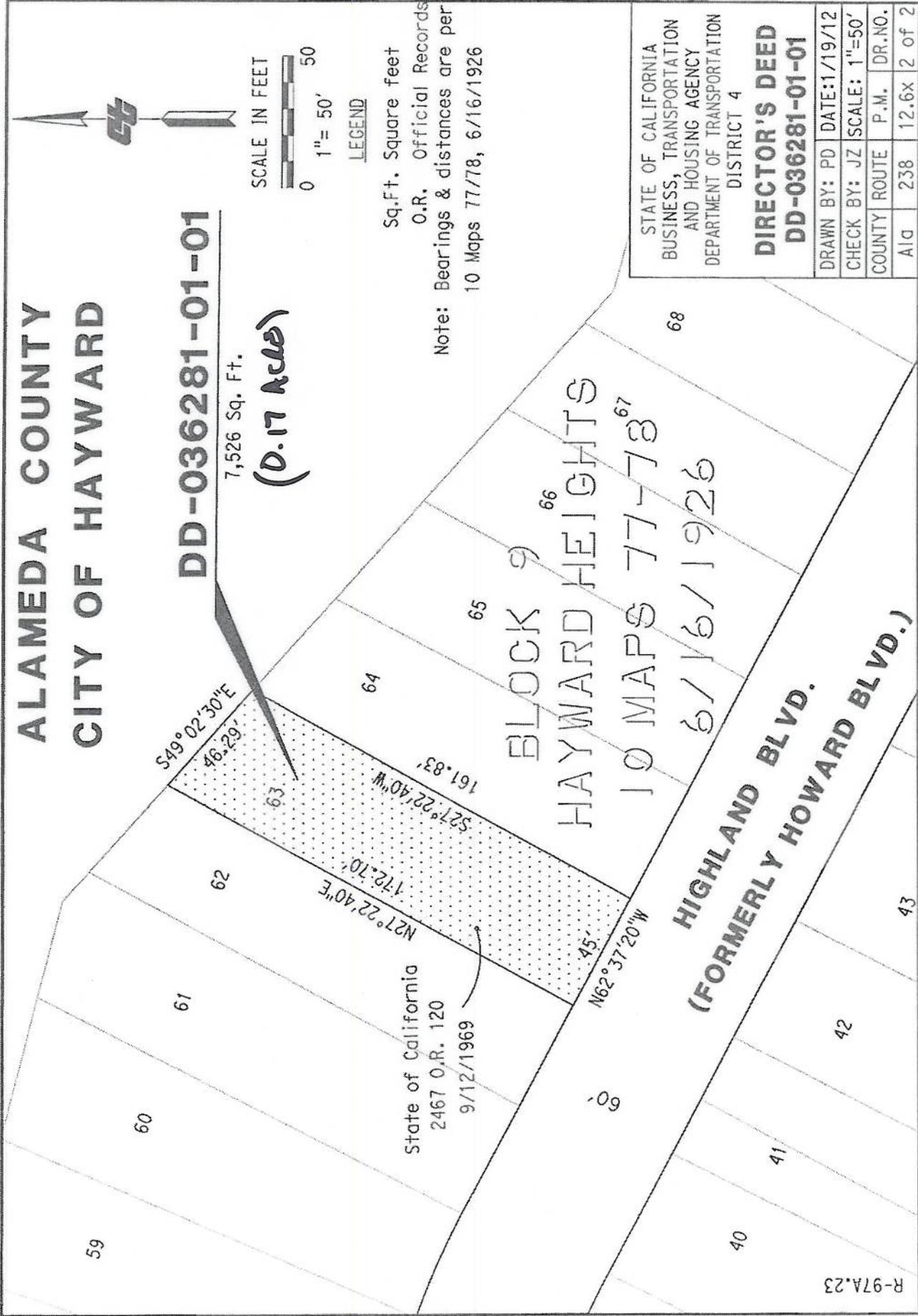
(0.17 Acre)



SCALE IN FEET
0 1" = 50' 50

LEGEND

Sq.Ft. Square feet
O.R. Official Records
Note: Bearings & distances are per
10 Maps 77/78, 6/16/1926

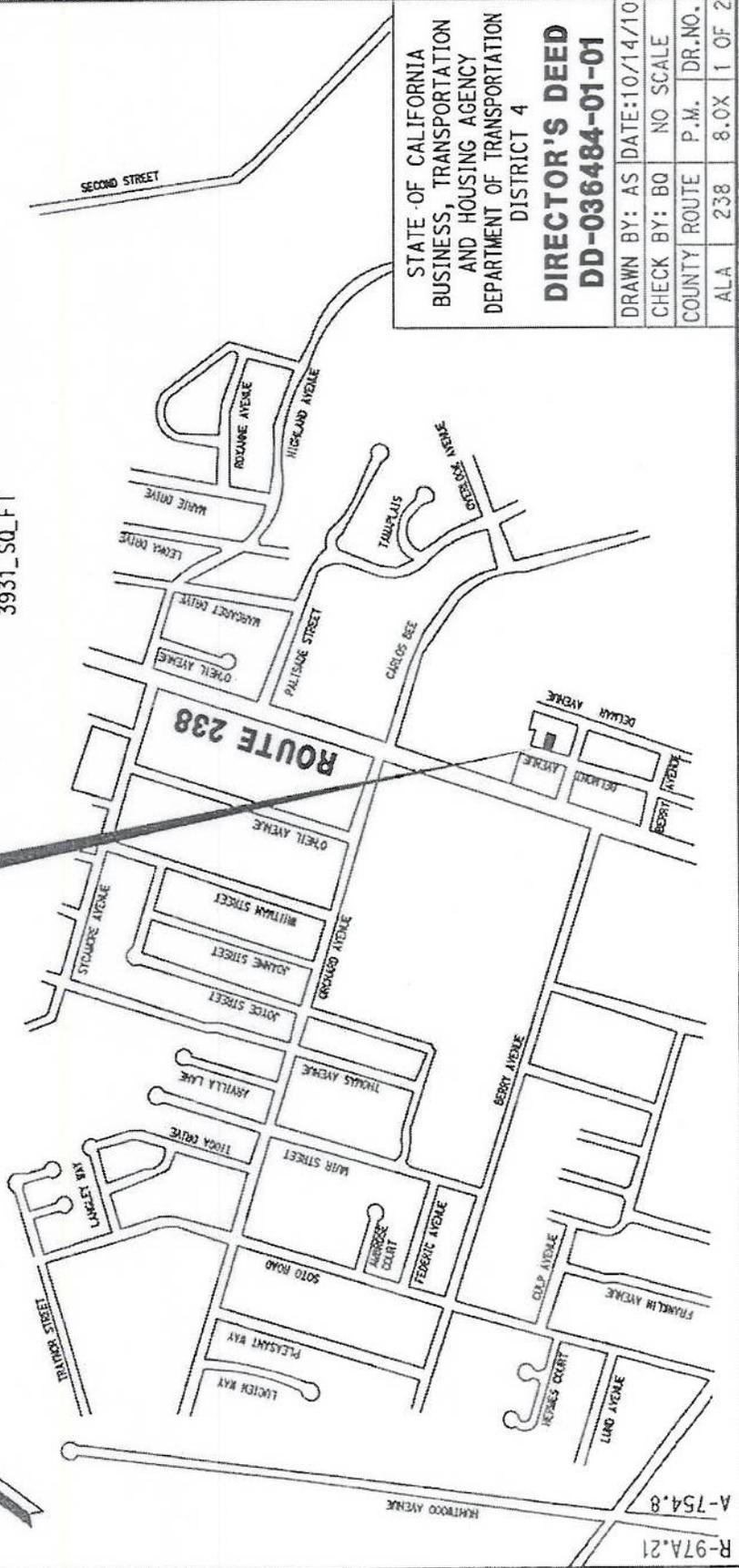
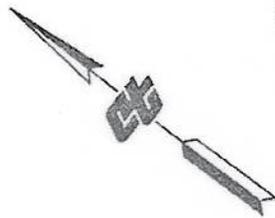


STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4	
DIRECTOR'S DEED	
DD-036281-01-01	
DRAWN BY: PD	DATE: 1/19/12
CHECK BY: JZ	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
Alc 238	12.6x 2 of 2

ALAMEDA COUNTY CITY OF HAYWARD

DD-036484-01-01

3931_SQ_FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036484-01-01

DRAWN BY: AS	DATE: 10/14/10
CHECK BY: B0	NO SCALE
COUNTY ROUTE	P.M. DR.NO.
ALA 238	8.0X 1 OF 2

R-97A.21
A-754.8

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

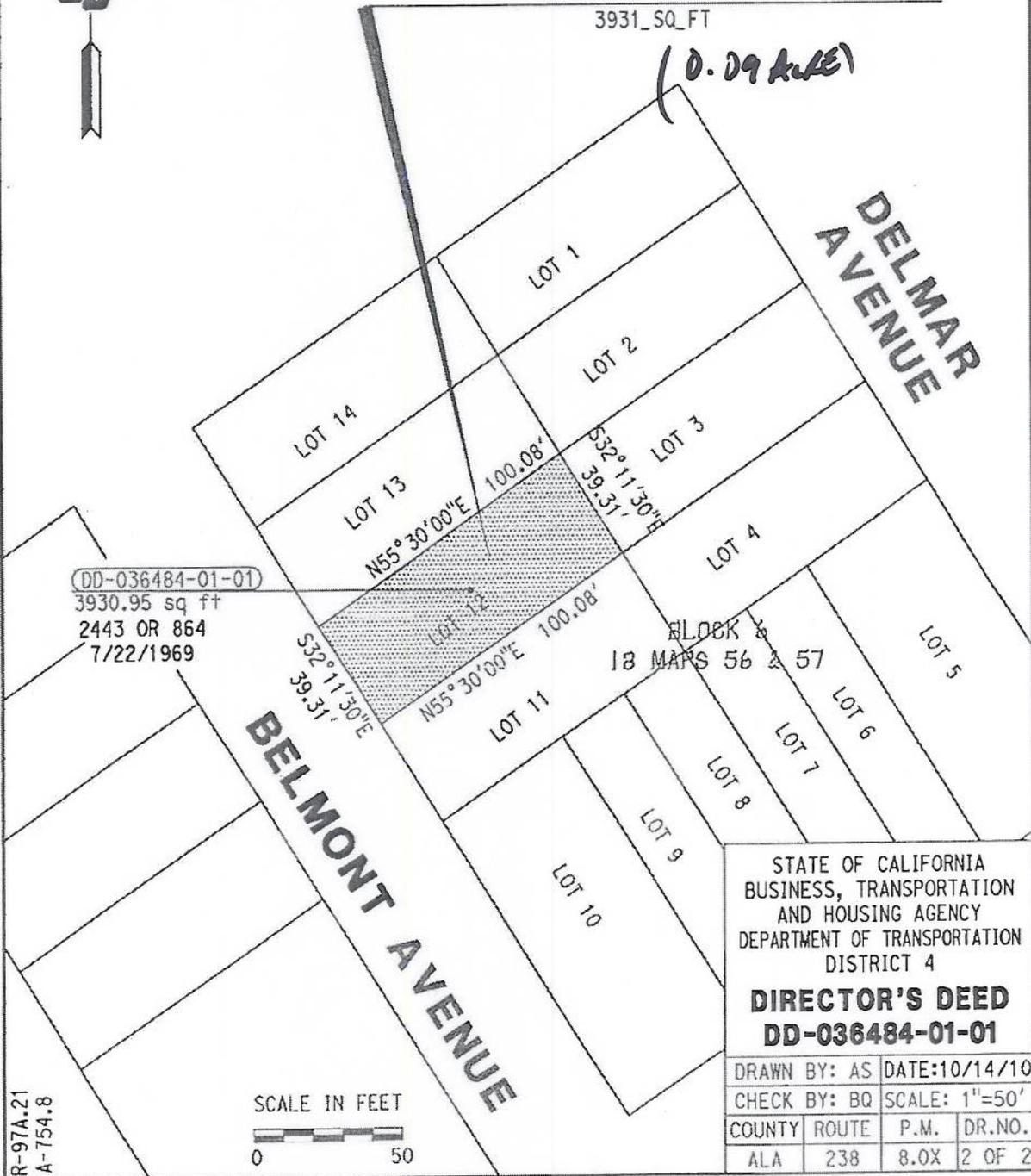
ALAMEDA COUNTY CITY OF HAYWARD



DD-036484-01-01

3931_SQ_FT

(0.09 Acre)



DD-036484-01-01
3930.95 sq ft
2443 OR 864
7/22/1969

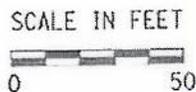
BLOCK 18
MAPS 56 & 57

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036484-01-01**

DRAWN BY: AS		DATE: 10/14/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	8.0X	2 OF 2

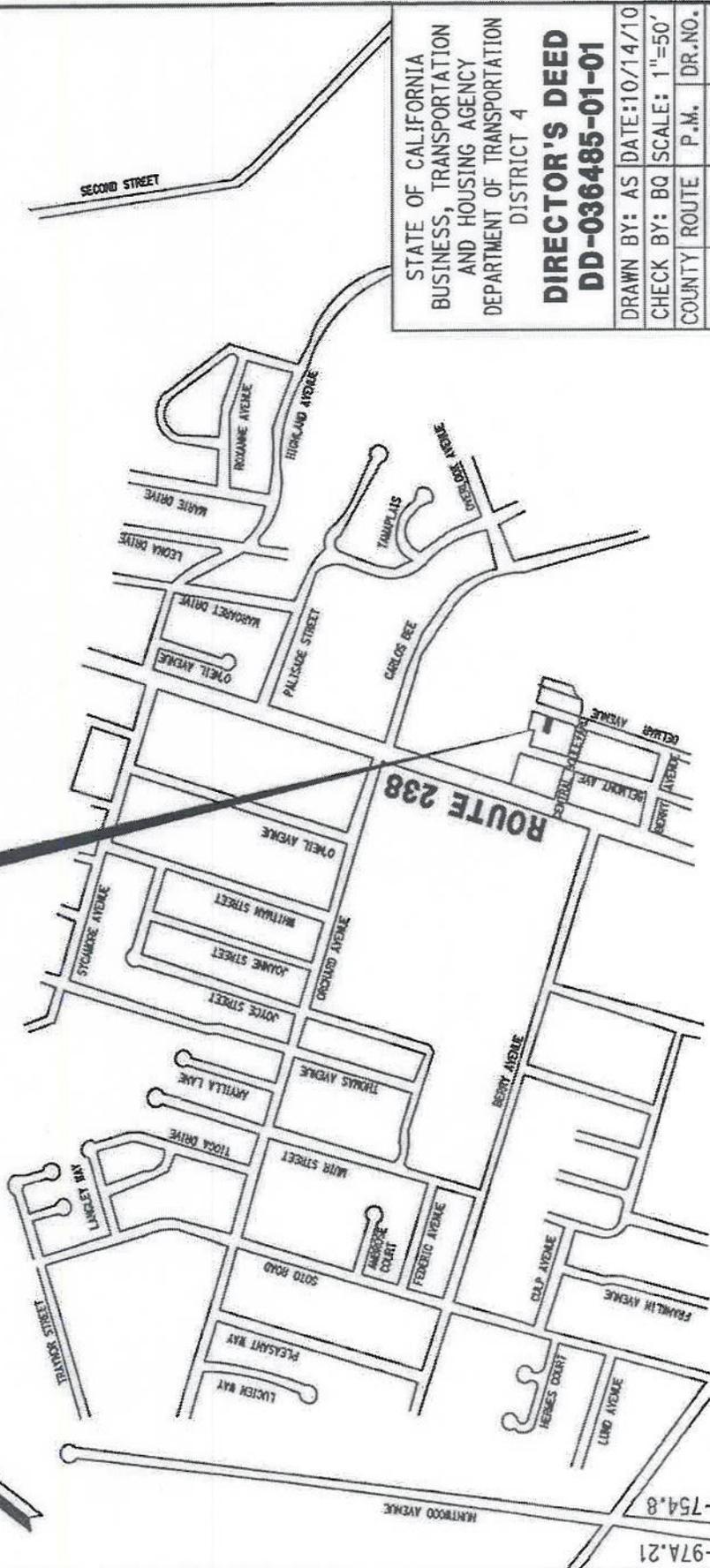
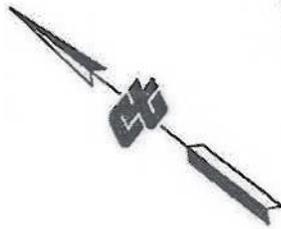
R-97A.21
A-754.8



ALAMEDA COUNTY CITY OF HAYWARD

DD-036485-01-01

3931_SQ_FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036485-01-01

DRAWN BY:	AS	DATE:	10/14/10
CHECK BY:	BQ	SCALE:	1"=50'
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	8.0X	1 OF 2

R-97A.21
A-754.8

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

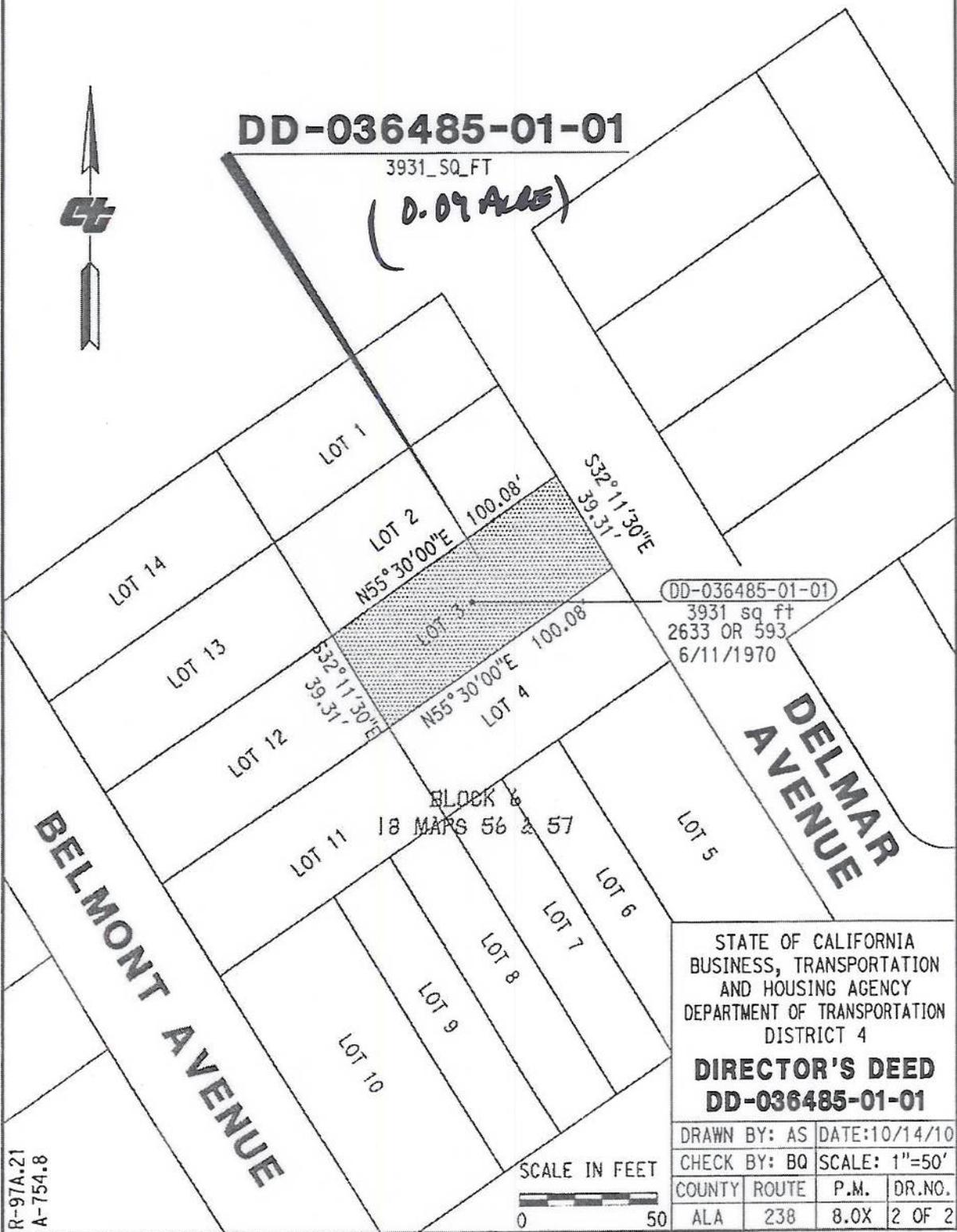
ALAMEDA COUNTY CITY OF HAYWARD



DD-036485-01-01

3931_SQ_FT

(D.09 ALA)



DD-036485-01-01
3931 sq ft
2633 OR 593
6/11/1970

BELMONT AVENUE

DELMAR AVENUE

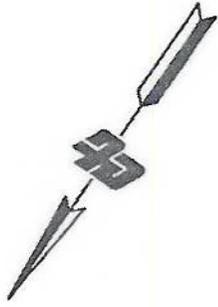
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-036485-01-01

DRAWN BY: AS		DATE:10/14/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	8.0X	2 OF 2

R-97A.21
A-754.8

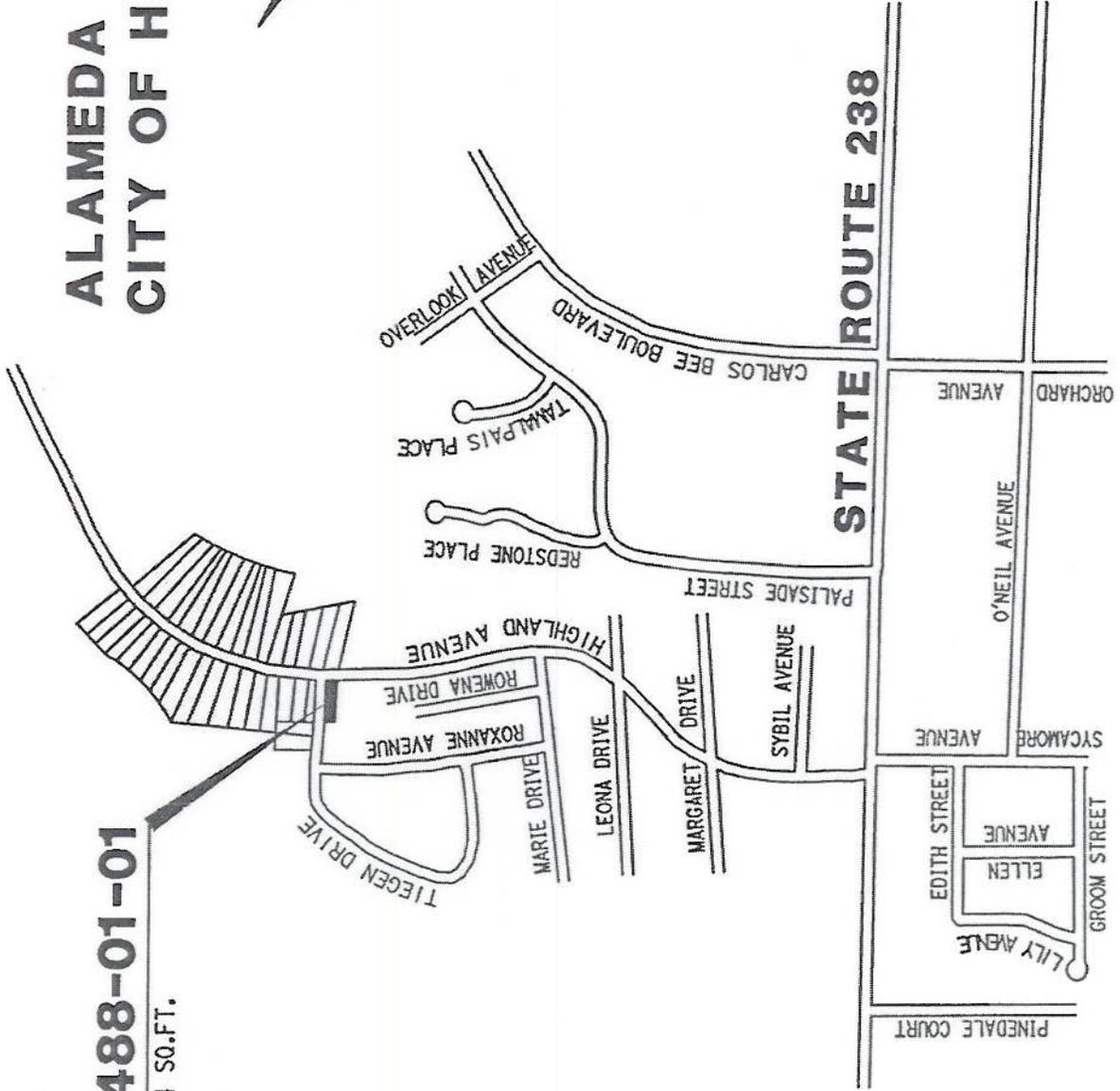
SCALE IN FEET
0 50

**ALAMEDA COUNTY
CITY OF HAYWARD**



DD-036488-01-01

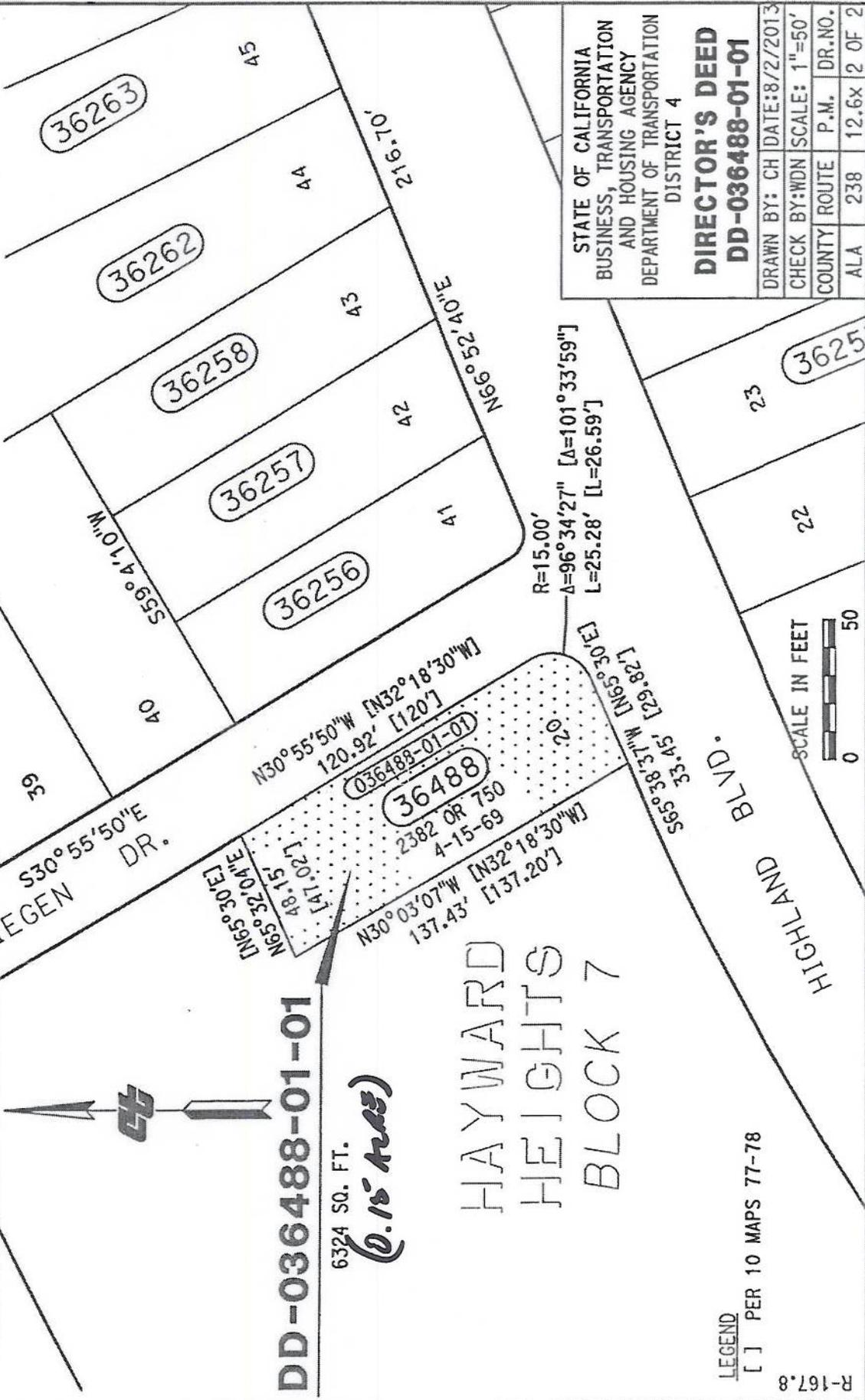
6324 SQ.FT.



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED			
DD-036488-01-01			
DRAWN BY:	CH	DATE:	8/2/2013
CHECK BY:	WDN	NO	SCALE
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6x	1 OF 2

**ALAMEDA COUNTY
CITY OF HAYWARD**

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



DD-036488-01-01

6324 SQ. FT.
(0.15 Acs)

**HAYWARD
HEIGHTS
BLOCK 7**

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036488-01-01**

DRAWN BY: CH	DATE: 8/2/2013
CHECK BY: WDN	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
ALA 238	12.6x 2 OF 2

LEGEND
[J] PER 10 MAPS 77-78

R-167.8

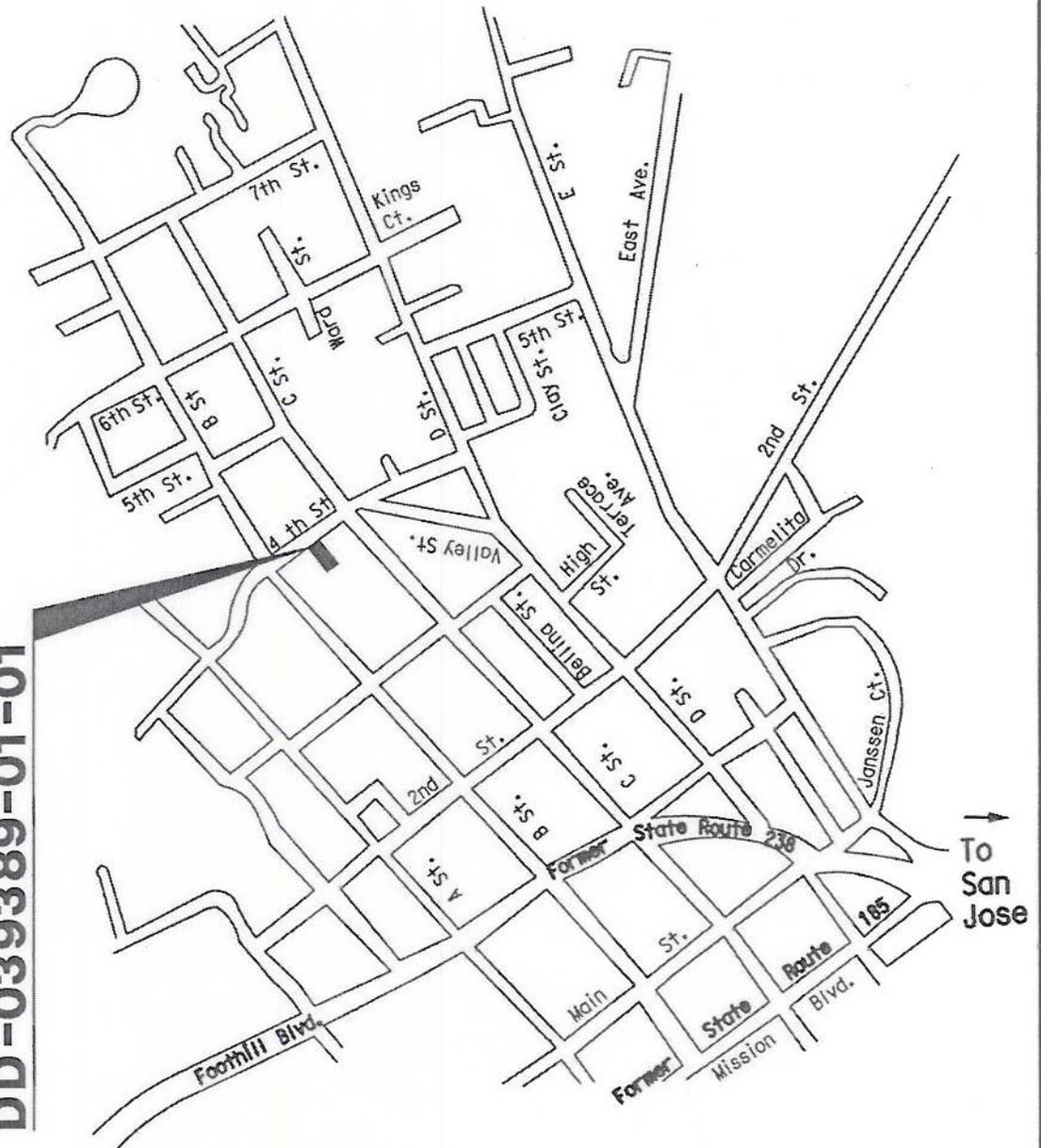
ALAMEDA COUNTY CITY OF HAYWARD

DD-039389-01-01

↑
TO SAN LEANDRO



NOT TO SCALE



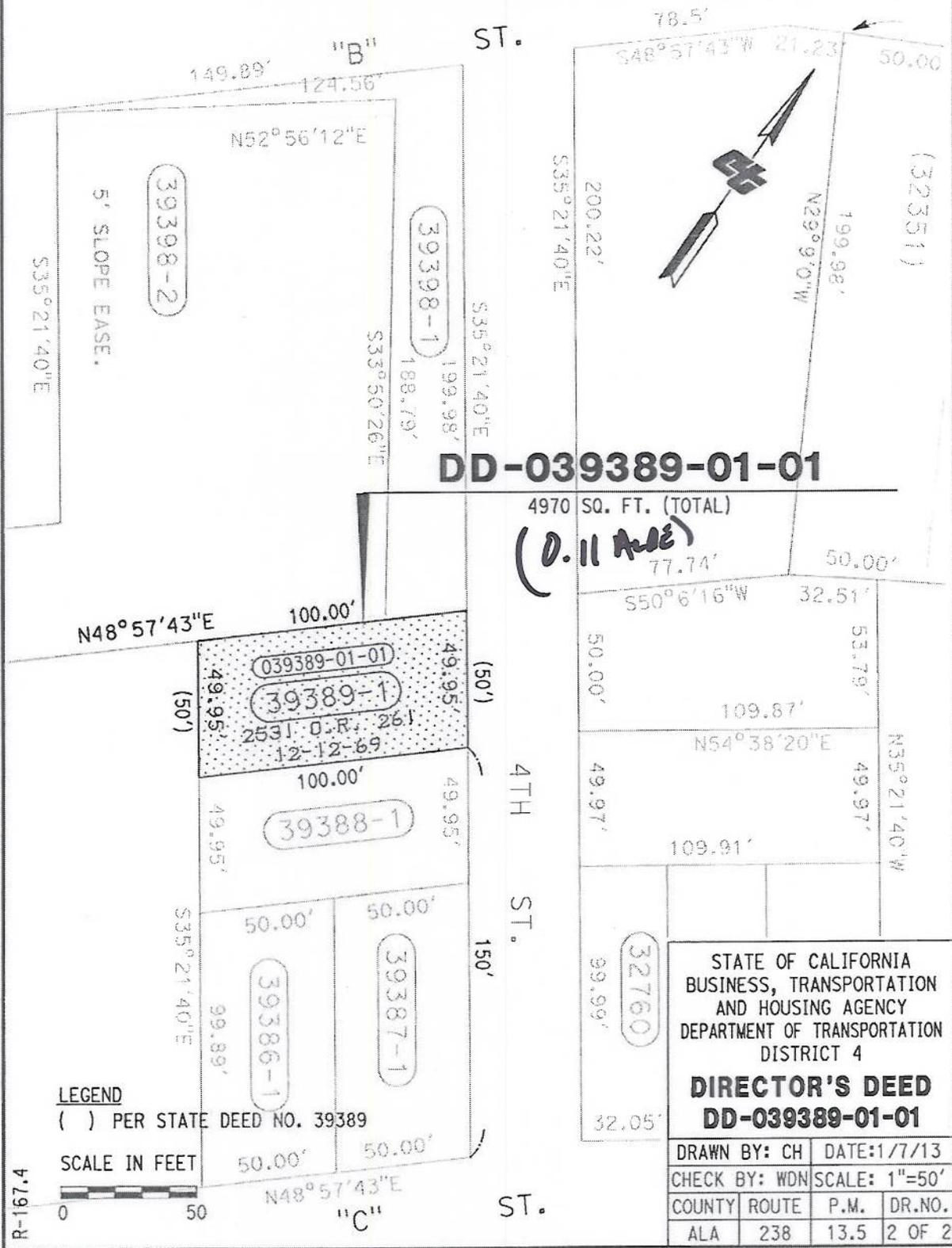
↑
To San Jose

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-039389-01-01			
DRAWN BY: CH	DATE: 1/7/13	CHECK BY: WDN	SCALE: None
COUNTY ROUTE	P.M.	DR.NO.	
A1a	238	13.5	1 of 2

R-167.0

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD



DD-039389-01-01

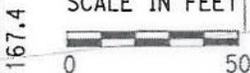
4970 SQ. FT. (TOTAL)

(0.11 Acre)

LEGEND

() PER STATE DEED NO. 39389

SCALE IN FEET



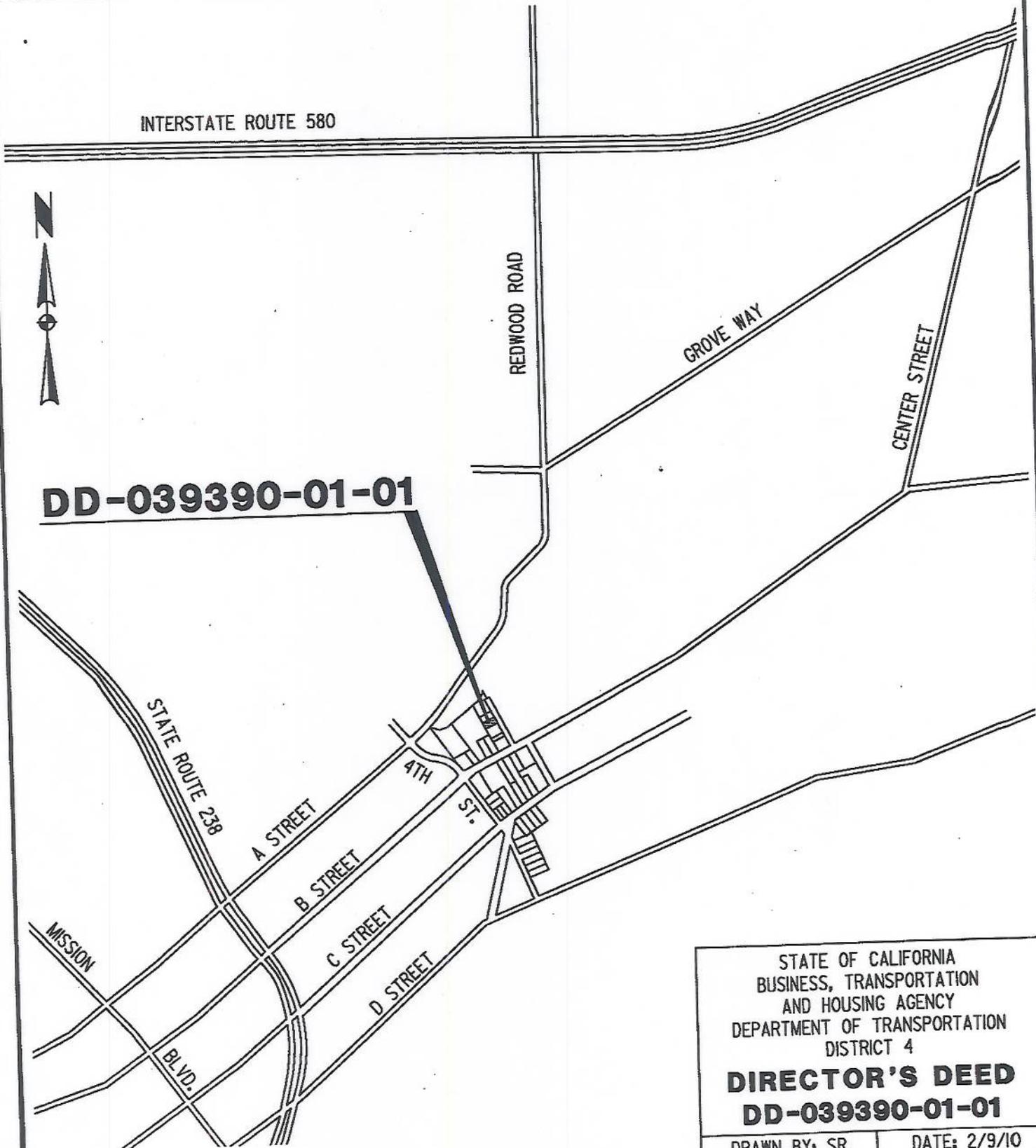
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-039389-01-01**

DRAWN BY: CH		DATE: 1/7/13	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5	2 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD



DD-039390-01-01

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-039390-01-01

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.6X	1 OF 2



R-167.4
A-726.3

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

DD-039390-01-01

5,000 SQ FT

(0.11 Acre)



LOT 11

LOT 12

100.00'

CHESTNUT ST.

50.00'

50.00'

LOT 13

100.00'

LOT 14

LOT

LAWRENCE TRACT
BDDK 14

LOT

PAGE 19 ACR

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-039390-01-01**

DRAWN BY: SR		DATE: 2/9/10	
CHECK BY: PD		SCALE: 1"=40'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.6X	2 OF 2

SCALE IN FEET



R-167.4
A-726.3

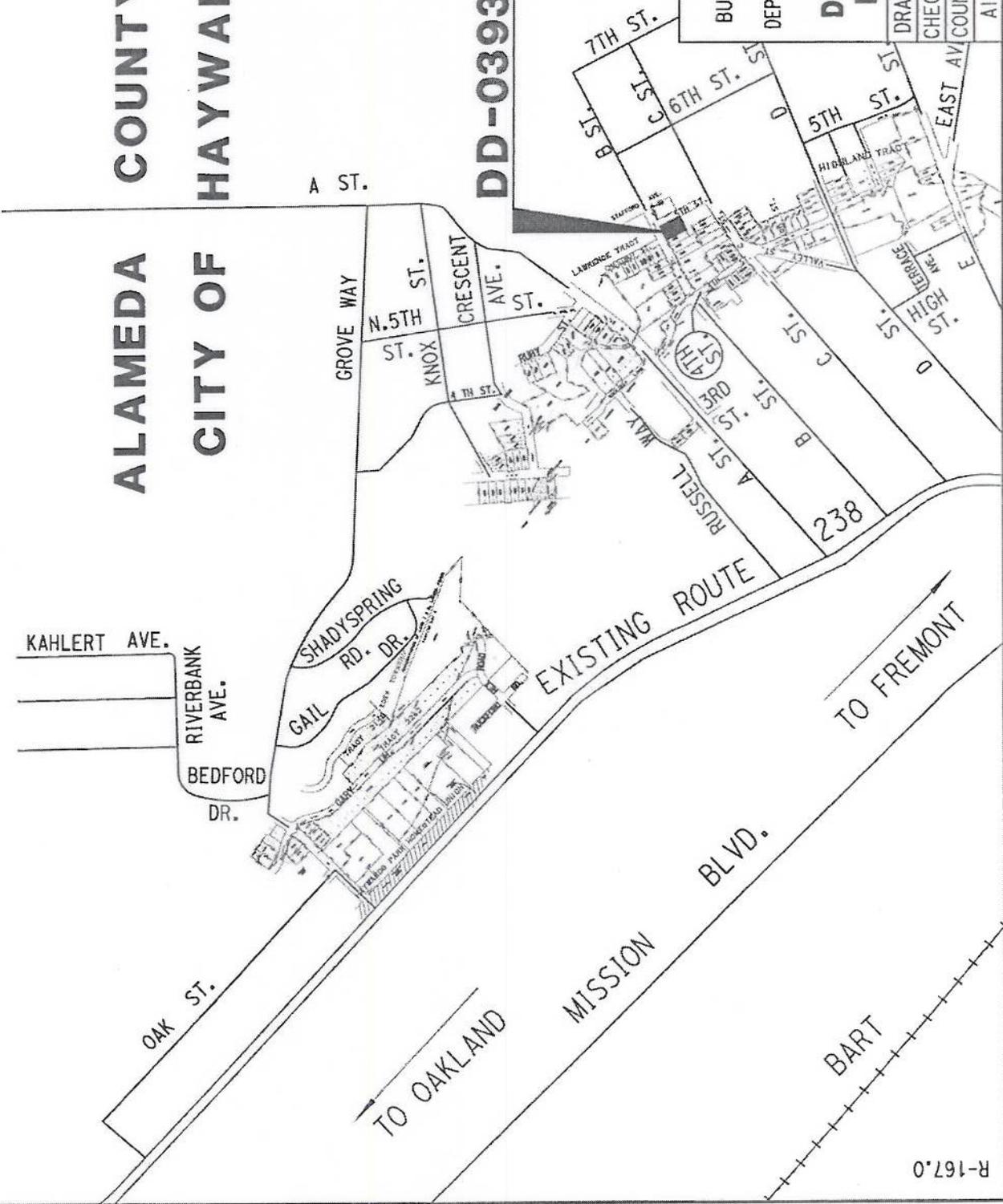


ALAMEDA COUNTY
CITY OF HAYWARD

DD-039393-01-01

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-039393-01-01

DRAWN BY: PD	DATE: 9/22/11
CHECK BY: WDN	SCALE: None
COUNTY ROUTE	P.M. DR.NO.
Ala	238 13.6X 1 of 2



R-167.0

CONTRA COSTA COUNTY CITY OF PINOLE

SAN PABLO
BAY

PM 8.0

PM 9.0

PM 10.0

PINOLE

SAN PABLO AVE

CITY LIMITS

HENRY AVE

ALICE WAY

ROBERT COURT



PINOLE VALLEY ROAD

WILLOW AVE

HERCULES

CITY LIMITS

DK-052031-X1-XX

446_SQ_FT_TOTAL

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052031-X1-XX**

DRAWN BY: CH		DATE: 7/31/13	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	1 OF 2

A-1032.00
R-14.00

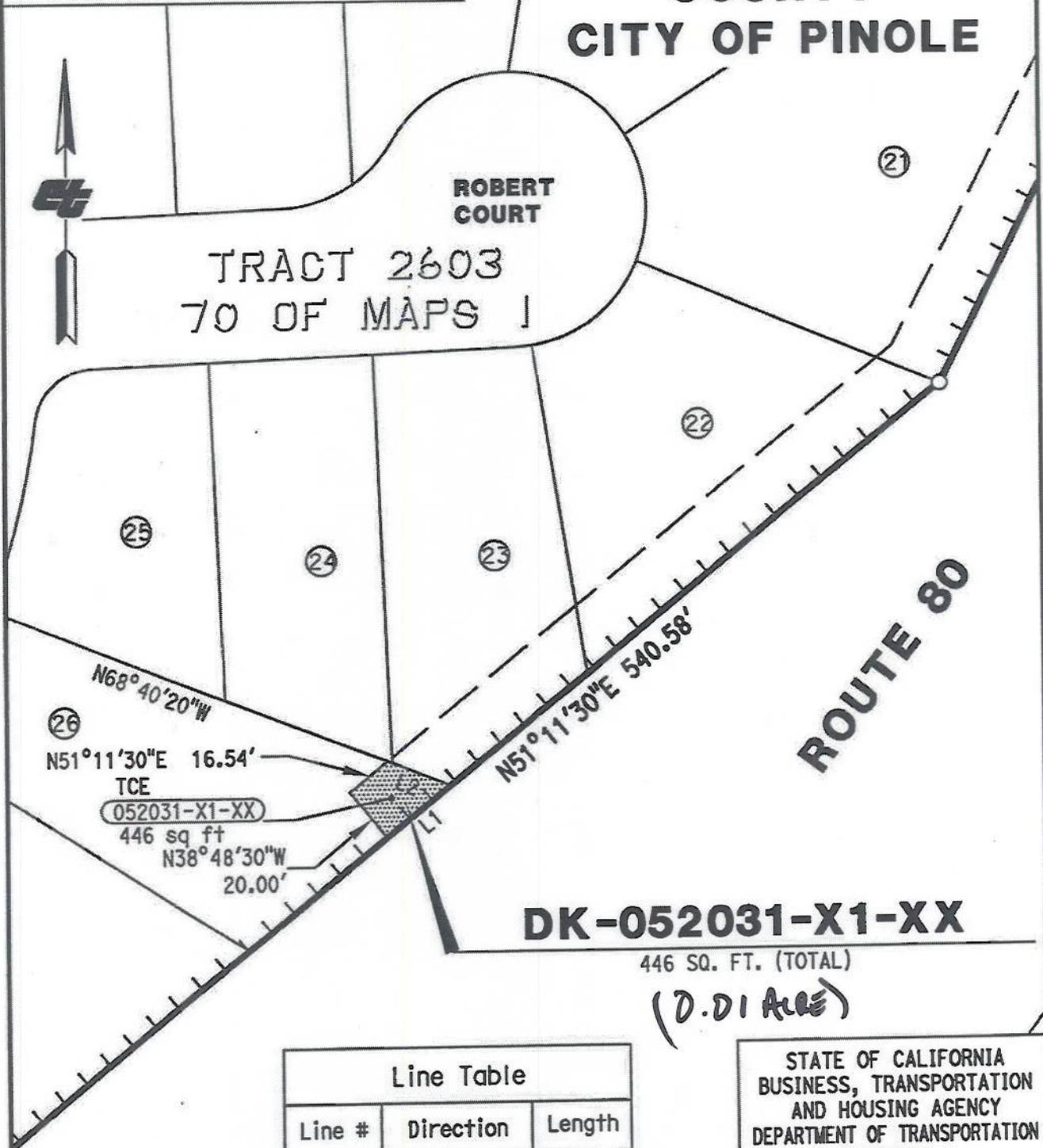
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000689 TO OBTAIN GROUND LEVEL DISTANCES.

**CONTRA COSTA COUNTY
CITY OF PINOLE**



ROBERT COURT

TRACT 2603
70 OF MAPS 1



DK-052031-X1-XX

446 SQ. FT. (TOTAL)

(0.01 Acre)

Line Table		
Line #	Direction	Length
L1	S51°11'30"W	28.03'
L2	N68°40'20"W	23.06'

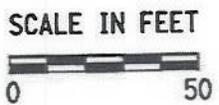
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052031-X1-XX**

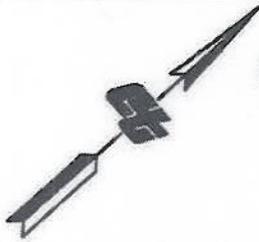
DRAWN BY: CH		DATE: 7/31/13	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	2 OF 2

A-1032.36
R-14.30

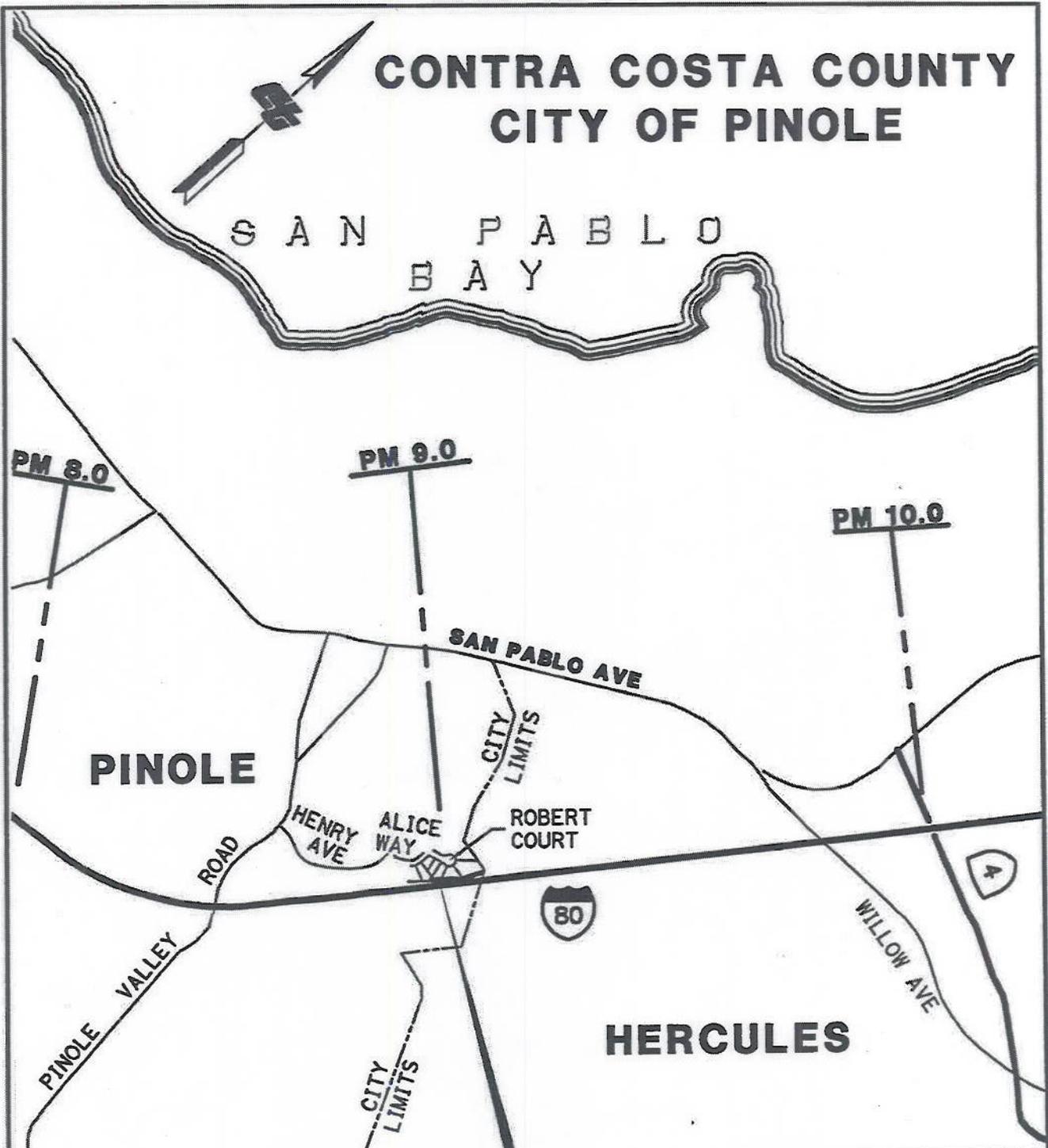
LEGEND
TCE TEMP. CONSTRUCTION EASEMENT



CONTRA COSTA COUNTY CITY OF PINOLE



SAN PABLO
BAY



PINOLE

HERCULES

DK-052032-X1-XX

1408_SQ_FT_TOTAL

A-1032.00
R-14.00

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052032-X1-XX**

DRAWN BY: CH		DATE: 7/31/13	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	1 OF 2

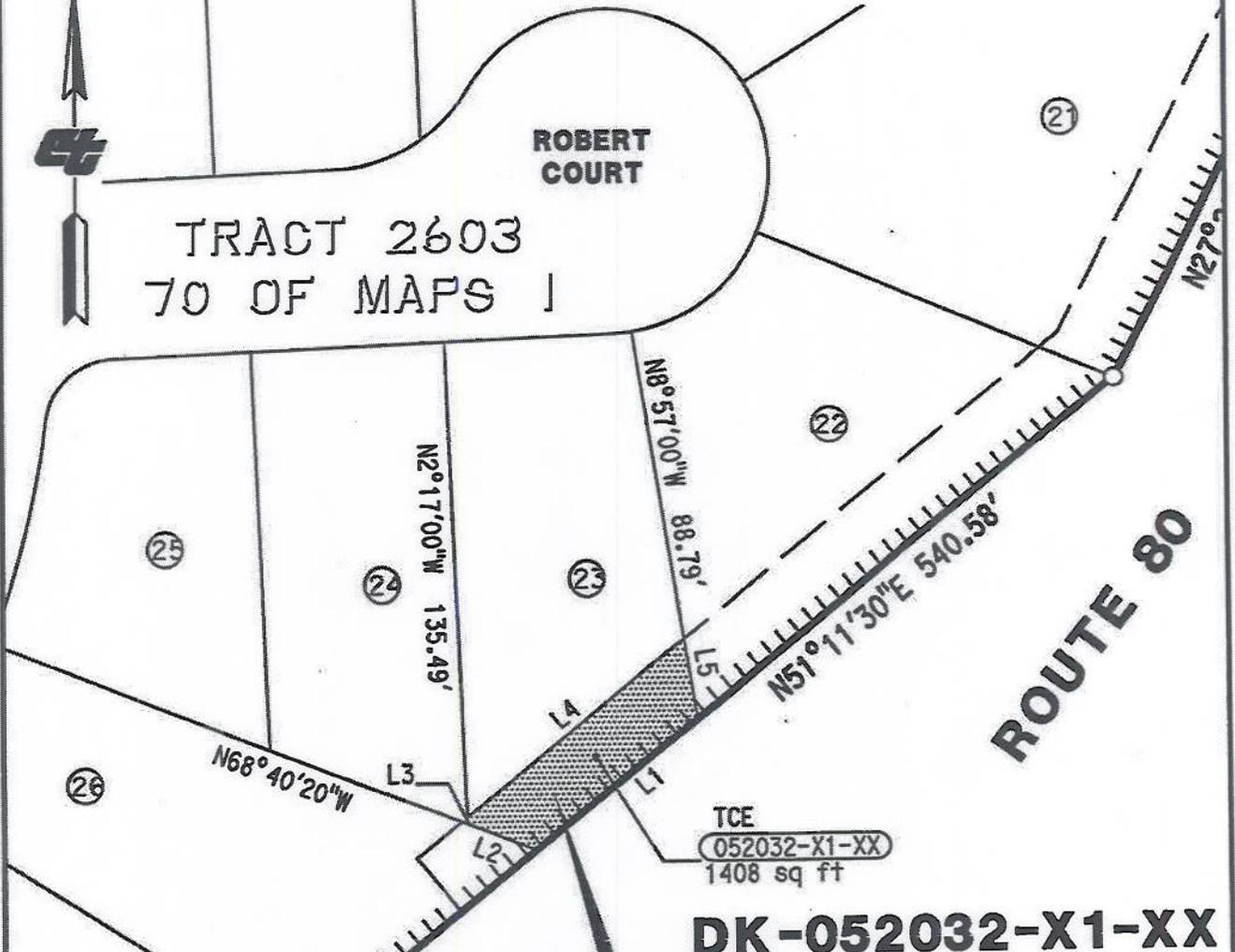
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000689 TO OBTAIN GROUND LEVEL DISTANCES.

**CONTRA COSTA COUNTY
CITY OF PINOLE**



TRACT 2603
70 OF MAPS 1

ROBERT COURT



TCE
052032-X1-XX
1408 sq ft

DK-052032-X1-XX

1408 SQ. FT. (TOTAL)

(0.03 ACRE)

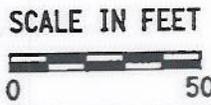
Line Table		
Line #	Direction	Length
L1	S51°11'30"W	58.97'
L2	N68°40'20"W	21.37'
L3	N2°17'00"W	1.82'
L4	N51°11'30"E	80.01'
L5	S8°57'00"E	23.06'

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052032-X1-XX**

DRAWN BY: CH	DATE: 7/31/13		
CHECK BY: WDN	SCALE: 1"=50'		
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	2 OF 2

LEGEND
TCE TEMP. CONSTRUCTION EASEMENT



A-1032.36
R-14.30

CONTRA COSTA COUNTY CITY OF PINOLE



S A N P A B L O
B A Y

PM 8.0

PM 9.0

PM 10.0

PINOLE

SAN PABLO AVE

HENRY AVE
ALICE WAY
ROBERT COURT

CITY LIMITS



PINOLE VALLEY ROAD

WILLOW AVE

HERCULES

CITY LIMITS

DK-052033-X1-XX

2847_SQ_FT_TOTAL

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052033-X1-XX**

DRAWN BY: CH		DATE: 6/18/13	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	1 OF 2

A-1032.00
R-14.00

DISTANCES SHOWN ARE ON THE CALIFORNIA
 COORDINATE SYSTEM OF 1927, ZONE 3.
 MULTIPLY DISTANCES SHOWN BY 1.0000689
 TO OBTAIN GROUND LEVEL DISTANCES.

**CONTRA COSTA
 COUNTY
 CITY OF PINOLE**



19

20

**ROBERT
 COURT**

21

TRACT 2603
 70 OF MAPS 1

N67°31'37"W 87.29'
 22.80'

N27°26'59"E 187.27'

24

23

22

N8°57'00"W 88.19'

N51°11'30"E 131.15'
 153.59'

23.06'

TCE
 052033-X1-XX
 2847 sq ft

(.07 ACRES)

ROUTE 80

DK-052033-X1-XX

2847 SQ. FT. (TOTAL)

(0.07 ACRES)

A-1032.36
 R-14.30

LEGEND

TCE TEMP. CONSTRUCTION EASEMENT

SCALE IN FEET



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

**DIRECTOR'S DEED
 DK-052033-X1-XX**

DRAWN BY: CH		DATE: 6/18/13	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	2 OF 2

CONTRA COSTA COUNTY CITY OF PINOLE

S A N P A B L O
B A Y

PM 8.0

PM 9.0

PM 10.0

PINOLE

SAN PABLO AVE

HENRY AVE

ALICE WAY

ROBERT COURT

CITY LIMITS

CITY LIMITS



WILLOW AVE

HERCULES

PINOLE VALLEY ROAD

DK-052034-X1-XX

3678_SQ_FT_TOTAL

A-1032.00
R-14.00

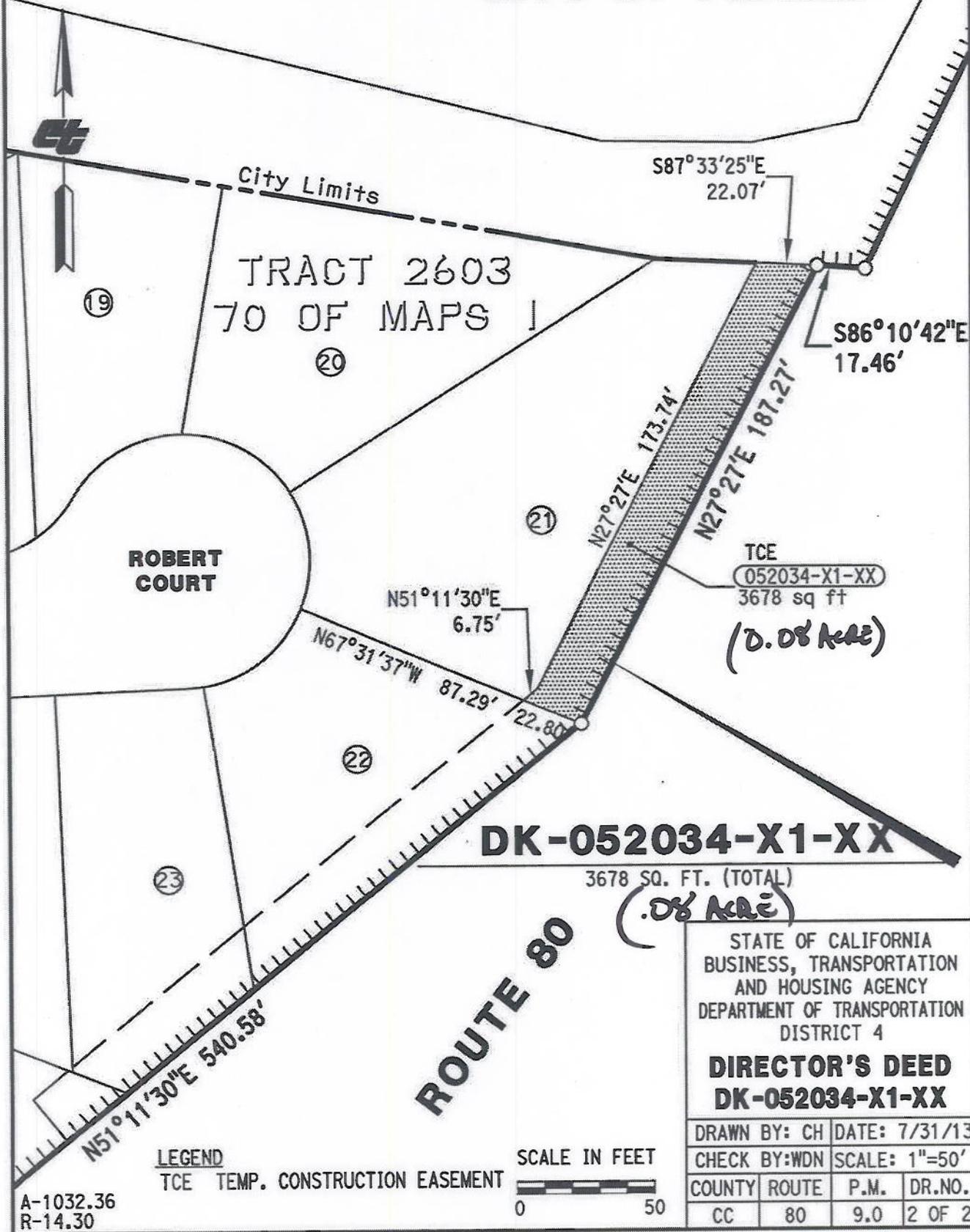
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052034-X1-XX**

DRAWN BY: CH		DATE: 7/31/13	
CHECK BY: WDN		NOT TO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000689 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY CITY OF PINOLE



TRACT 2603
70 OF MAPS 1

ROBERT COURT

DK-052034-X1-XX
3678 SQ. FT. (TOTAL)
(.08 ACRE)

ROUTE 80

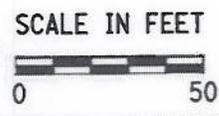
TCE
052034-X1-XX
3678 sq ft
(0.08 ACRE)

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DK-052034-X1-XX**

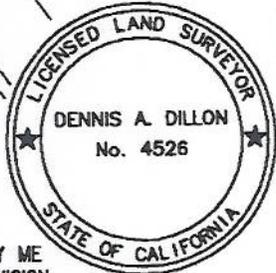
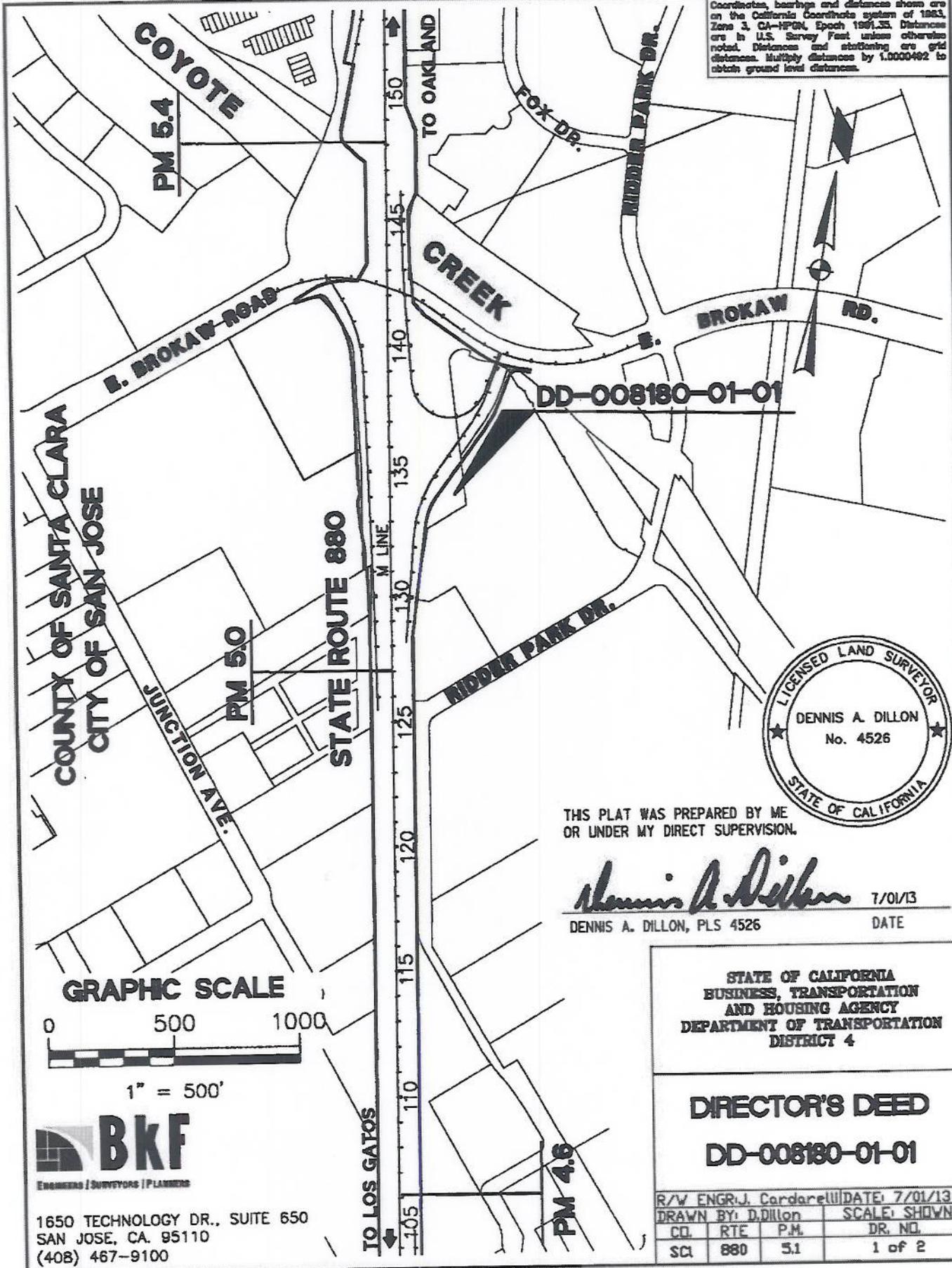
DRAWN BY: CH		DATE: 7/31/13	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	9.0	2 OF 2

LEGEND
TCE TEMP. CONSTRUCTION EASEMENT



A-1032.36
R-14.30

Coordinates, bearings and distances shown are on the California Coordinate system of 1983, Zone 3, CA-NAD83, Epoch 1991.35. Distances are in U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000492 to obtain ground level distances.



THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION.

Dennis A. Dillon

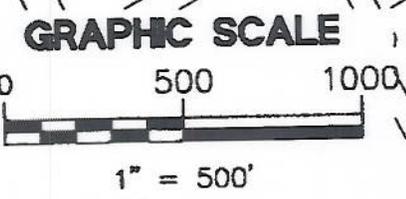
DENNIS A. DILLON, PLS 4526

7/01/13
DATE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-008180-01-01

R/W ENGR: J. Cardarelli	DATE: 7/01/13
DRAWN BY: D. Dillon	SCALE: SHOWN
CD: SCI	RTE: 880
P.M.: 5.1	DR. NO.: 1 of 2

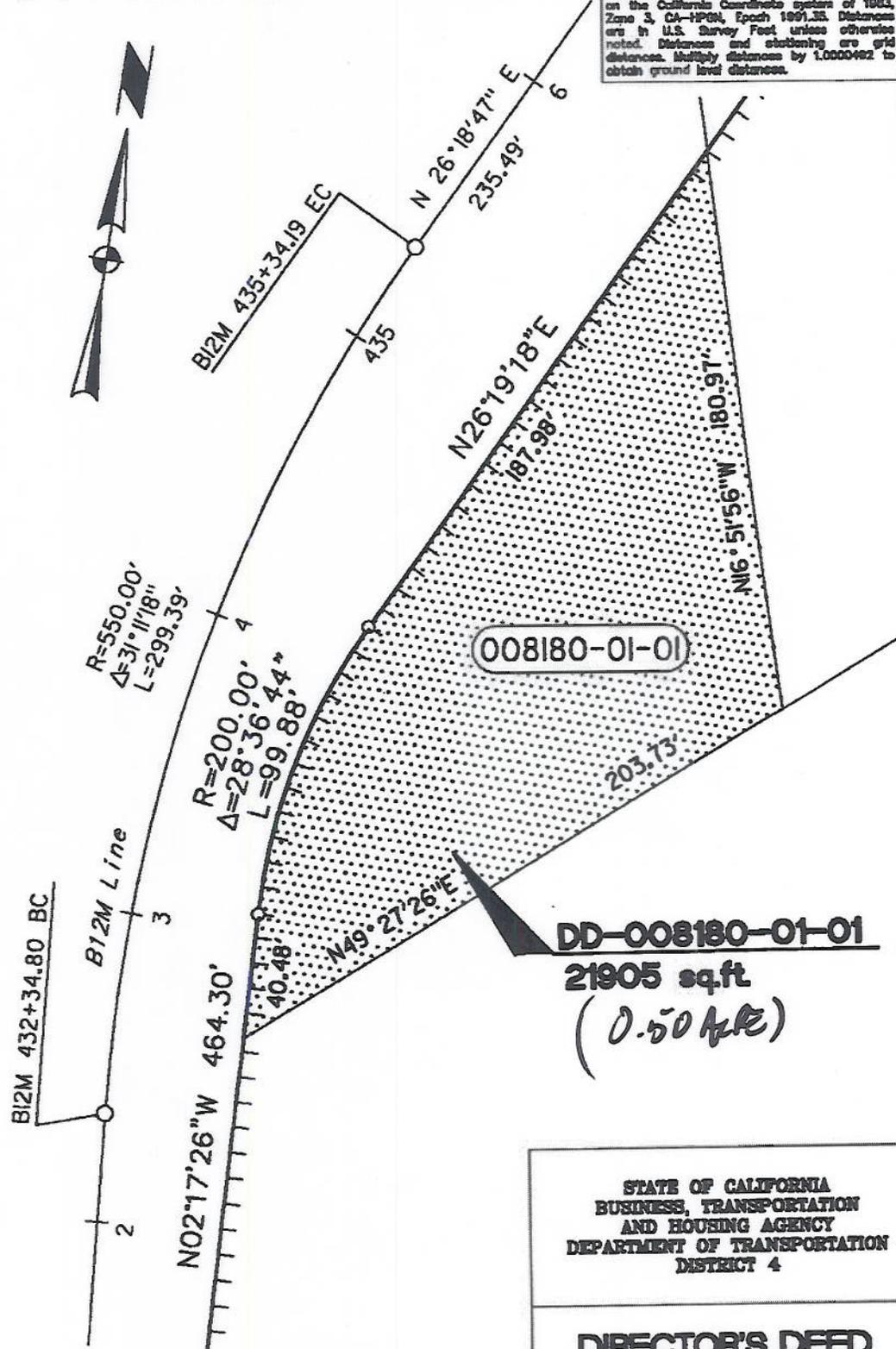


1650 TECHNOLOGY DR., SUITE 650
SAN JOSE, CA. 95110
(408) 467-9100

Coordinates, bearings and distances shown are on the California Coordinate system of 1983, Zone 3, CA-HPGN, Epoch 1991.25. Distances are in U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.000042 to obtain ground level distances.

"M" LINE
 2
 3
 4
 N 09° 44' 39" W 11329.65'
 135

**ROUTE 880
 NIMITZ FREEWAY**

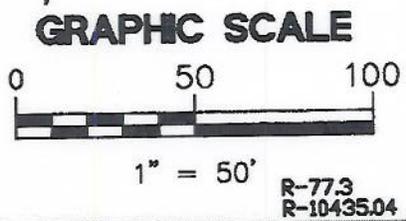


008180-01-01

DD-008180-01-01
 21905 sq.ft
(0.50 acre)



1650 TECHNOLOGY DR., SUITE 650
 SAN JOSE, CA. 95110
 (408) 467-9100



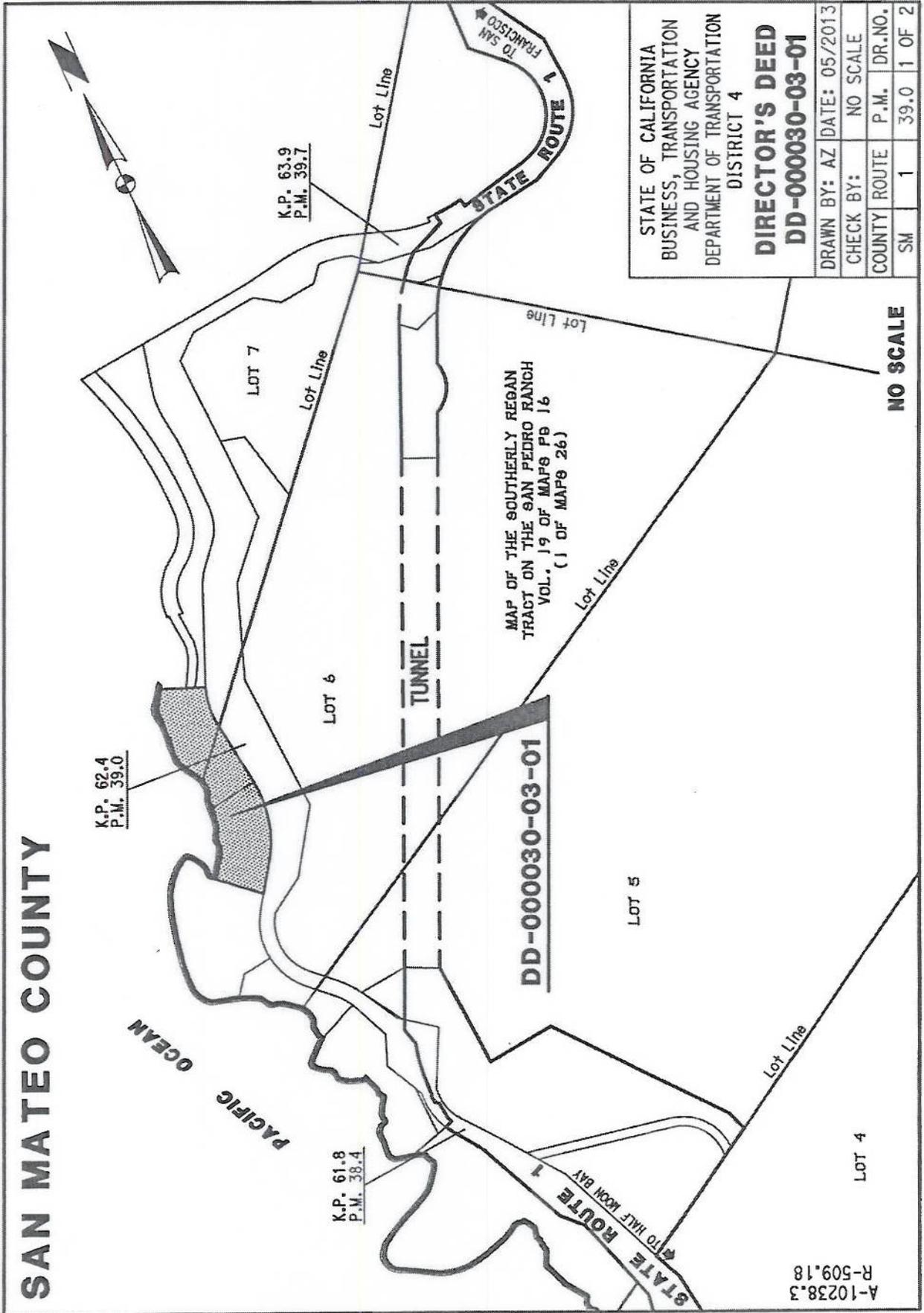
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-008180-01-01

R/V ENGR: J. Cardarelli		DATE: 7/01/13	
DRAWN BY: D. Dillon		SCALE: SHOWN	
CD	RTE	P.M.	DR. NO.
SCI	880	5.1	2 of 2

R-77.3
 R-10435.04

SAN MATEO COUNTY



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-000030-03-01

DRAWN BY: AZ DATE: 05/2013
 CHECK BY: NO SCALE
 COUNTY ROUTE P.M. DR.NO.
 SM 1 39.0 1 OF 2

MAP OF THE SOUTHERLY REGAN
 TRACT ON THE SAN PEDRO RANCH
 VOL. 19 OF MAPS Pg 16
 (1 OF MAPS 26)

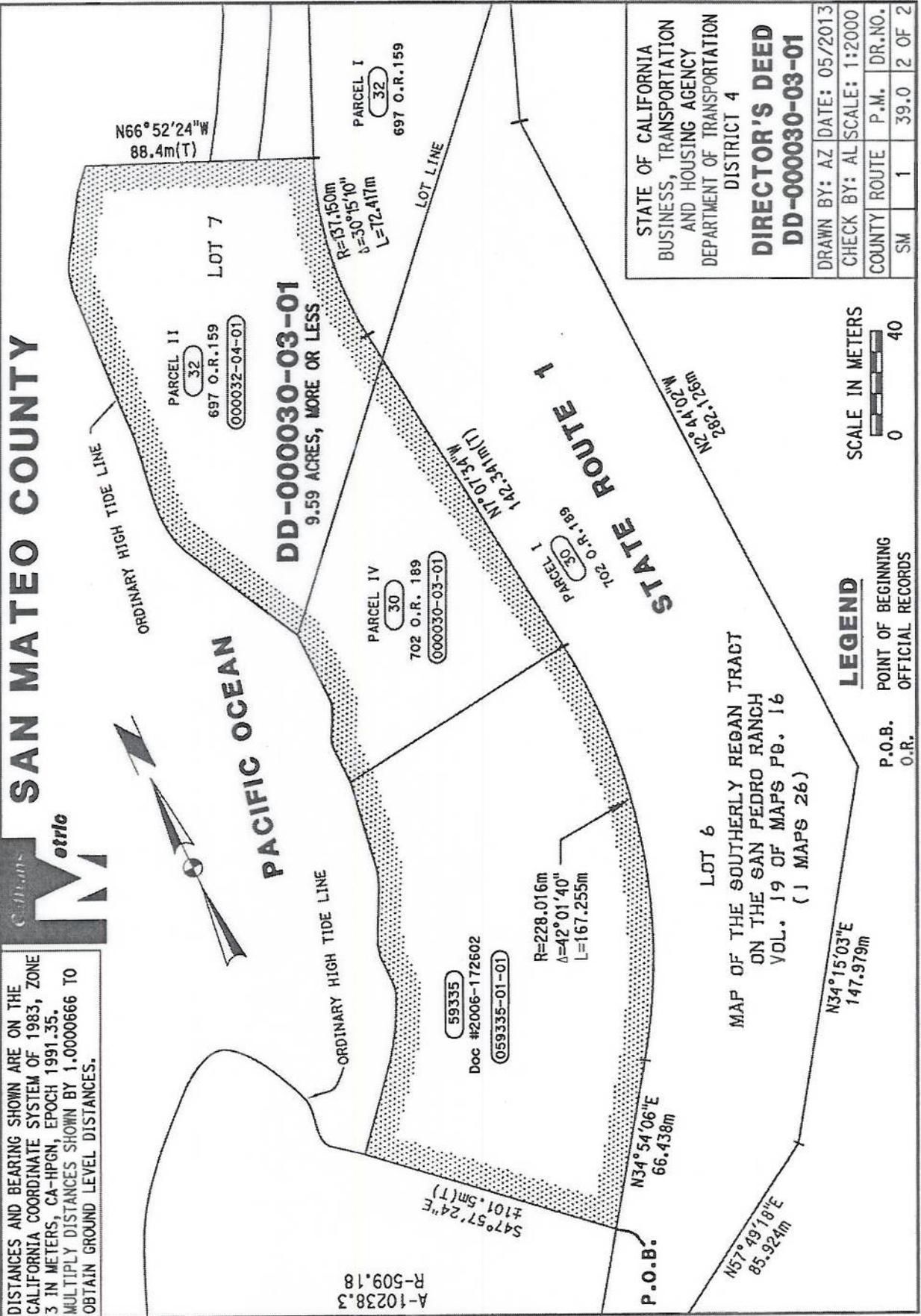
NO SCALE

A-10238.3
 R-509.18

SAN MATEO COUNTY



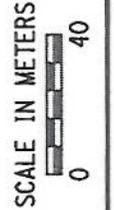
DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-000030-03-01

DRAWN BY: AZ DATE: 05/2013
CHECK BY: AL SCALE: 1:2000
COUNTY ROUTE P.M. DR.NO.
SM 1 39.0 2 OF 2



LEGEND

P.O.B. POINT OF BEGINNING
O.R. OFFICIAL RECORDS

MAP OF THE SOUTHERLY REGAN TRACT
ON THE SAN PEDRO RANCH
VOL. 19 OF MAPS Pg. 16
(1 MAPS 26)

P.O.B.

A-10238.3
R-509.18

$S47^{\circ}57'24''E$
 $7101.5m(T)$

$R=228.016m$
 $\Delta=42^{\circ}01'40''$
 $L=167.255m$

59335
Doc #2006-172602
059335-01-01

PARCEL IV 30
702 O.R. 189
000030-03-01

PARCEL I 30
702 O.R. 189
000030-03-01

PARCEL II 32
697 O.R. 159
000032-04-01

PARCEL I 32
697 O.R. 159

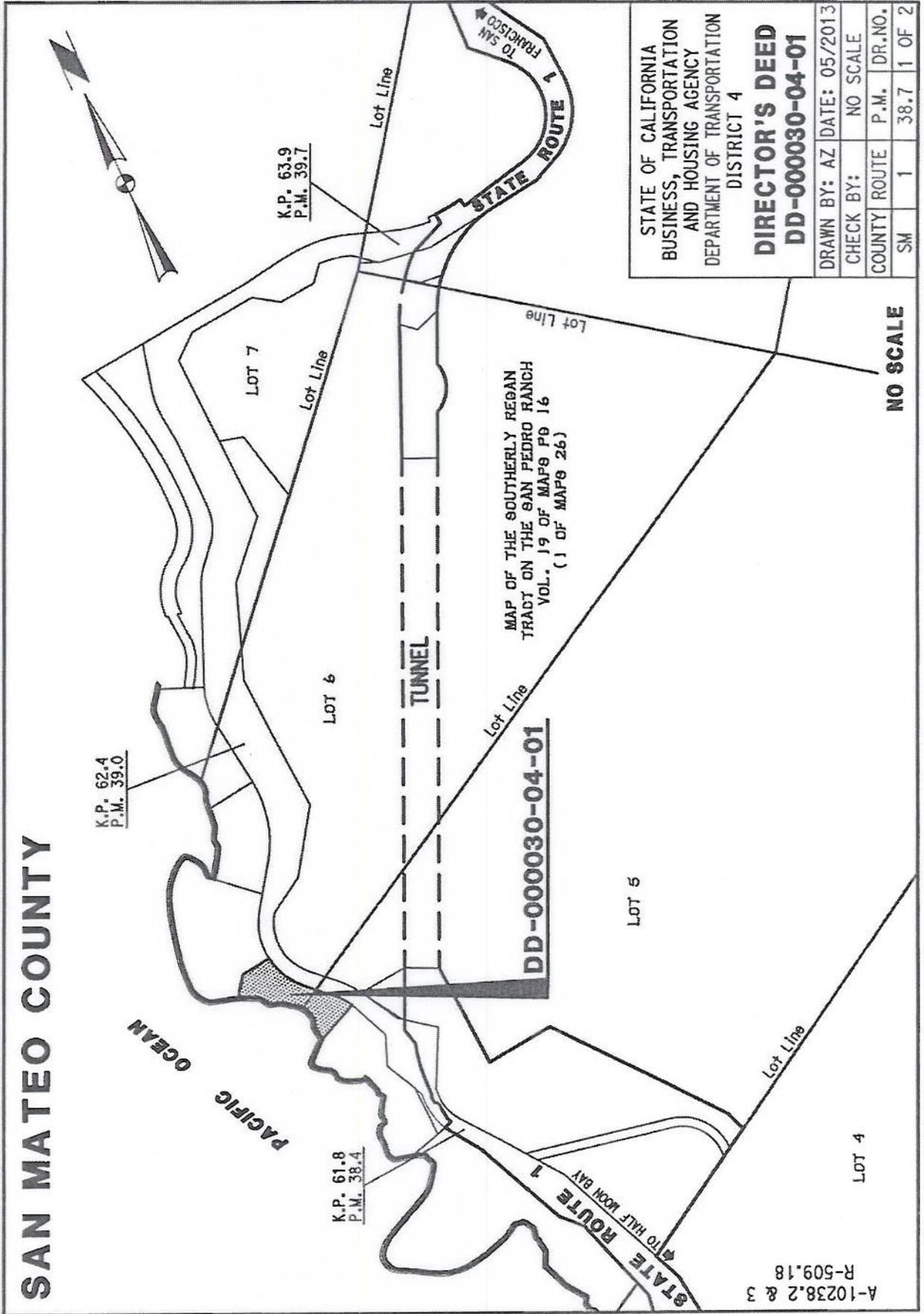
$N2^{\circ}44'02''W$
 $282.126m$

STATE ROUTE 1

DD-000030-03-01
9.59 ACRES, MORE OR LESS

$N66^{\circ}52'24''W$
 $88.4m(T)$

SAN MATEO COUNTY



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-000030-04-01

DRAWN BY: AZ DATE: 05/2013
 CHECK BY: NO SCALE
 COUNTY ROUTE P.M. DR.NO.
 SM 1 38.7 1 OF 2

MAP OF THE SOUTHERLY REGAN
 TRACT ON THE SAN PEDRO RANCH
 VOL. 19 OF MAPS PG 16
 (1 OF MAPS 26)

DD-000030-04-01

NO SCALE

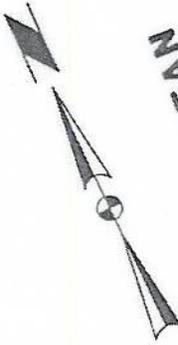
A-10238.2 & 3
 R-509.18

SAN MATEO COUNTY



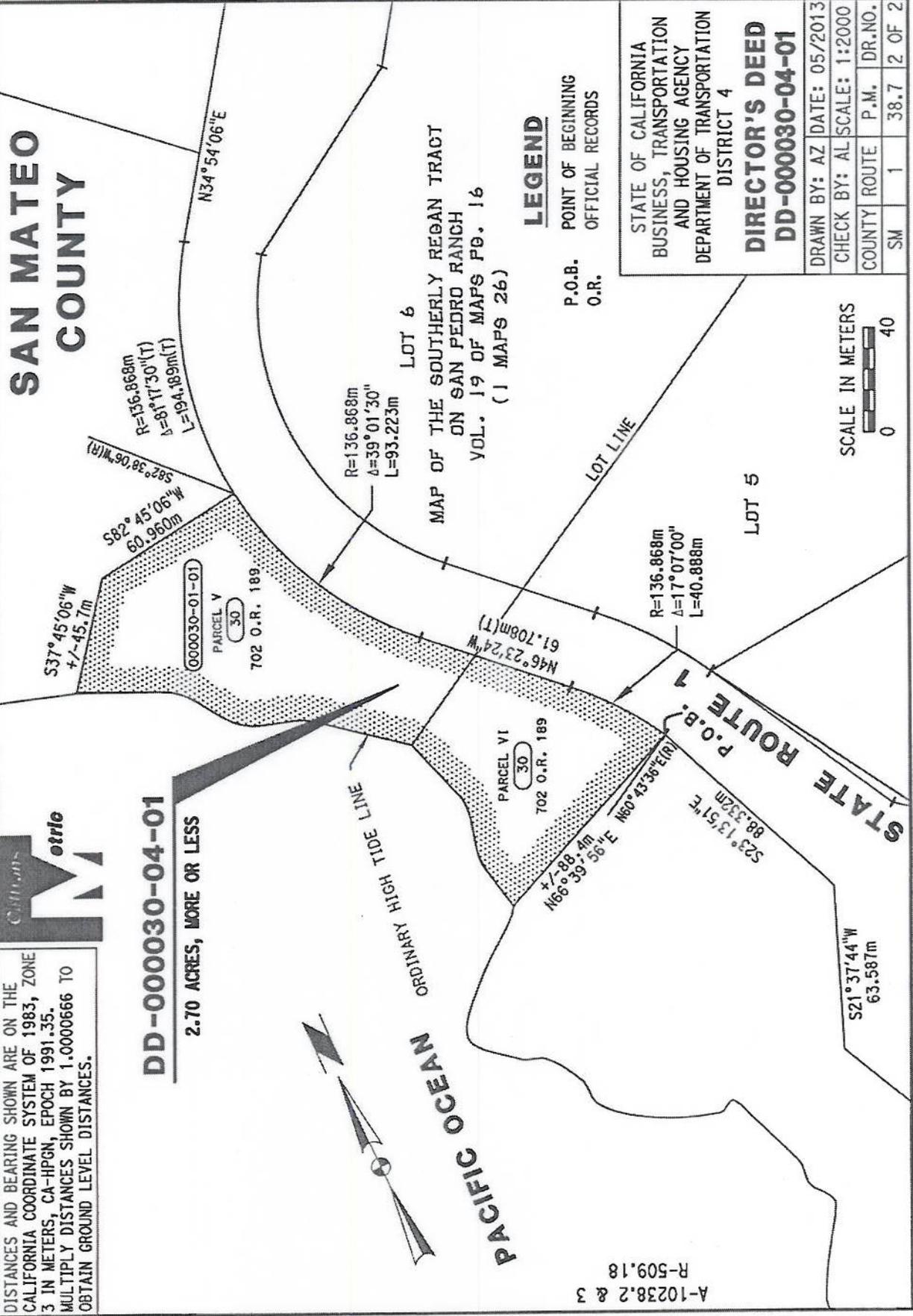
DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.

DD-000030-04-01
2.70 ACRES, MORE OR LESS



PACIFIC OCEAN

ORDINARY HIGH TIDE LINE

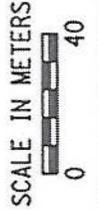


LEGEND
P.O.B. POINT OF BEGINNING
O.R. OFFICIAL RECORDS

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

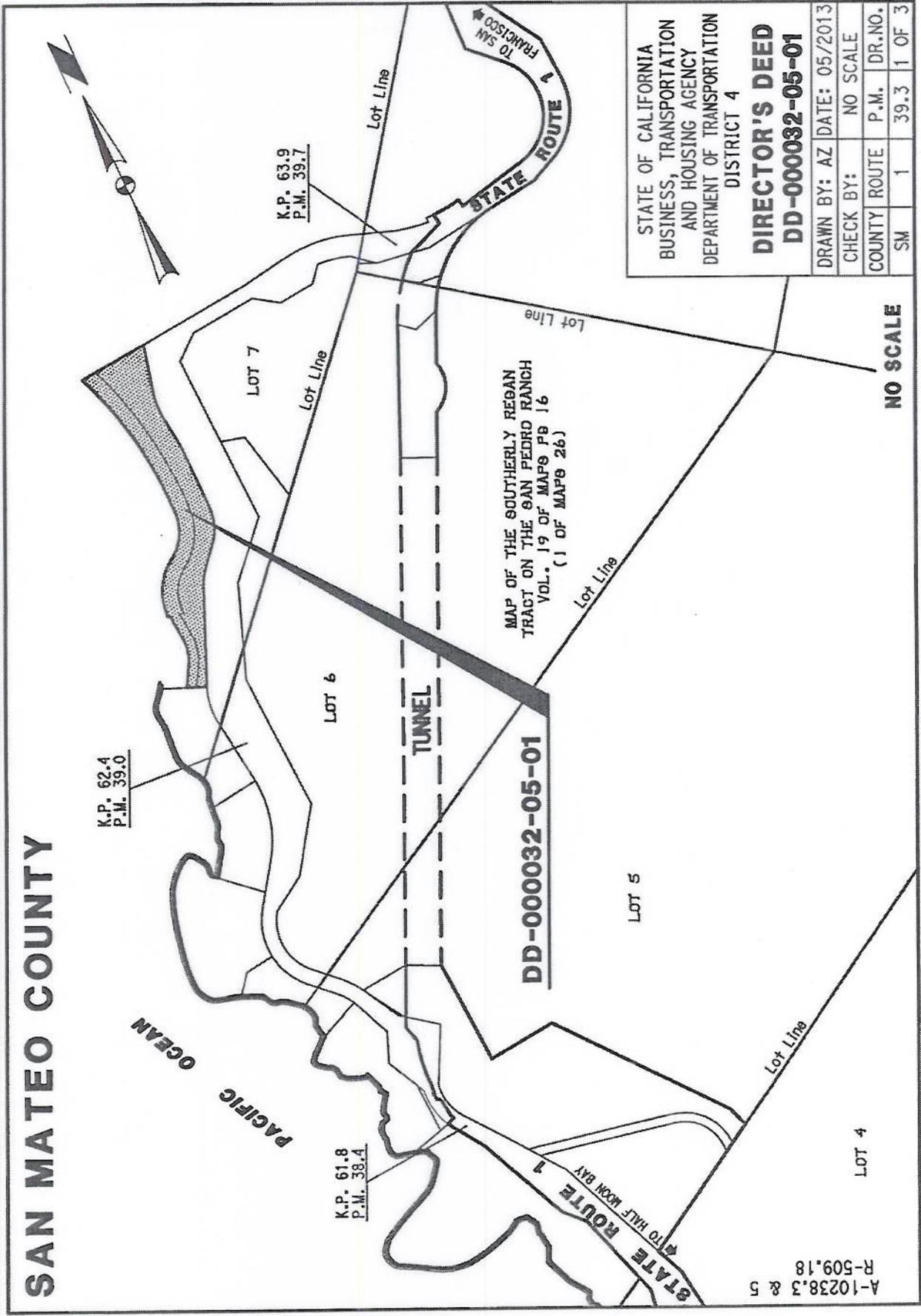
DIRECTOR'S DEED
DD-000030-04-01

DRAWN BY: AZ DATE: 05/2013
CHECK BY: AL SCALE: 1:2000
COUNTY ROUTE P.M. DR.NO.
SM 1 38.7 2 OF 2



A-10238.2 & 3
R-509.18

SAN MATEO COUNTY



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-000032-05-01			
DRAWN BY:	AZ	DATE:	05/2013
CHECK BY:		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
SM	1	39.3	1 OF 3

A-10238.3 & 5
R-509.18

SAN MATEO COUNTY

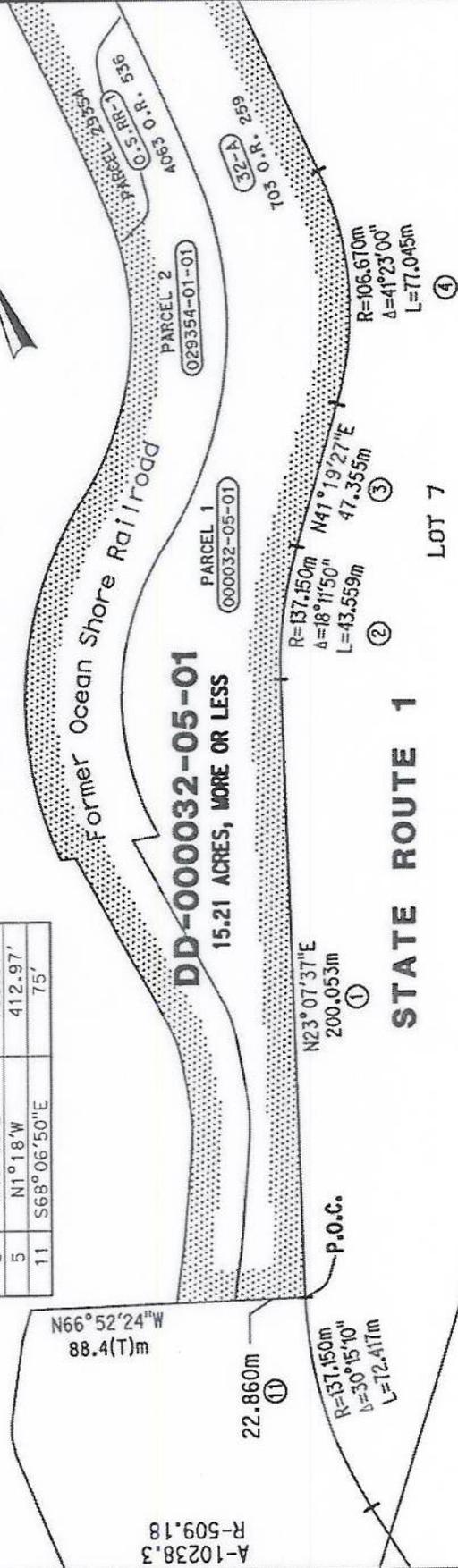
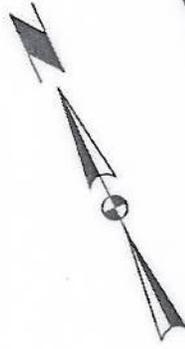


DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HFGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.

LINE TABLE PER DEED(703 O.R. 259) CURVE DATA PER DEED(703 O.R. 259)

No.	BEARING	DISTANCE
1	N21°53'10"E	656.39'
3	N40°05'E	155.37'
5	N1°18'W	412.97'
11	S68°06'50"E	75'

No.	R	Δ	L
2	450'	18°11'50"	142.92'
4	350'	41°23'	252.80'



A-10238.3
R-509.18

LOT 6
MAP OF THE SOUTHERLY REGAN TRACT
ON THE SAN PEDRO RANCH
VOL. 19 OF MAPS Pg. 16
(1 MAPS 26)

LEGEND

POINT OF COMMENCEMENT
OFFICIAL RECORDS
SCALE IN METERS
0 40

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-000032-05-01

DRAWN BY: AZ	DATE: 05/2013
CHECK BY: AL	SCALE: 1:2000
COUNTY ROUTE	P.M. DR.NO.
SM 1	39.3 2 OF 3

DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.



SAN MATEO COUNTY

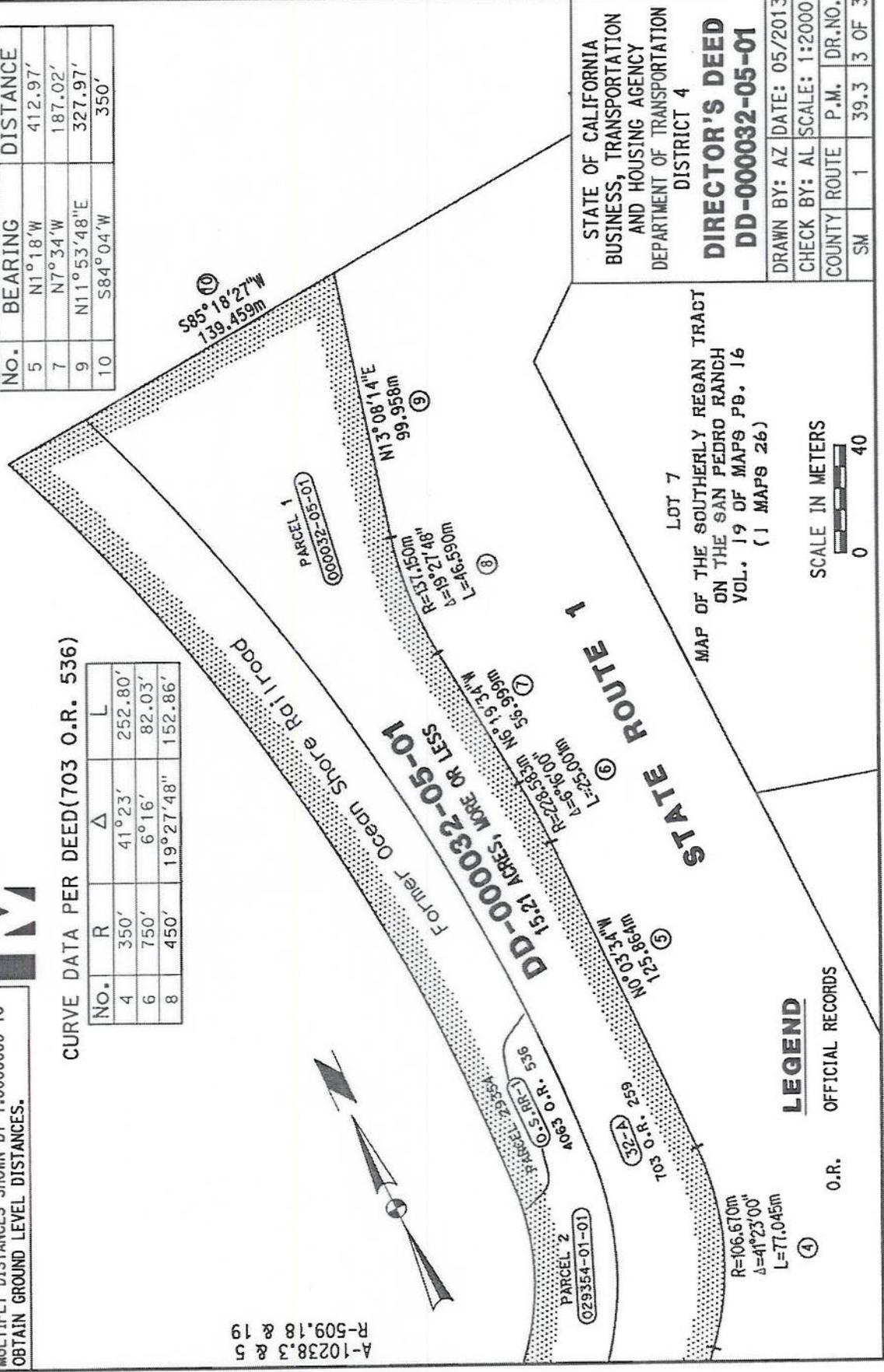
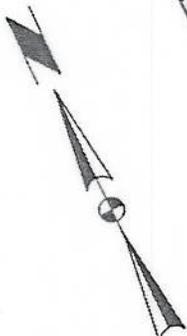
LINE TABLE PER DEED(703 O.R.536)

No.	BEARING	DISTANCE
5	N1°18'W	412.97'
7	N7°34'W	187.02'
9	N11°53'48"E	327.97'
10	S84°04'W	350'

CURVE DATA PER DEED(703 O.R. 536)

No.	R	Δ	L
4	350'	41°23'	252.80'
6	750'	6°16'	82.03'
8	450'	19°27'48"	152.86'

A-10238.3 & 5
R-509.18 & 19



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-000032-05-01

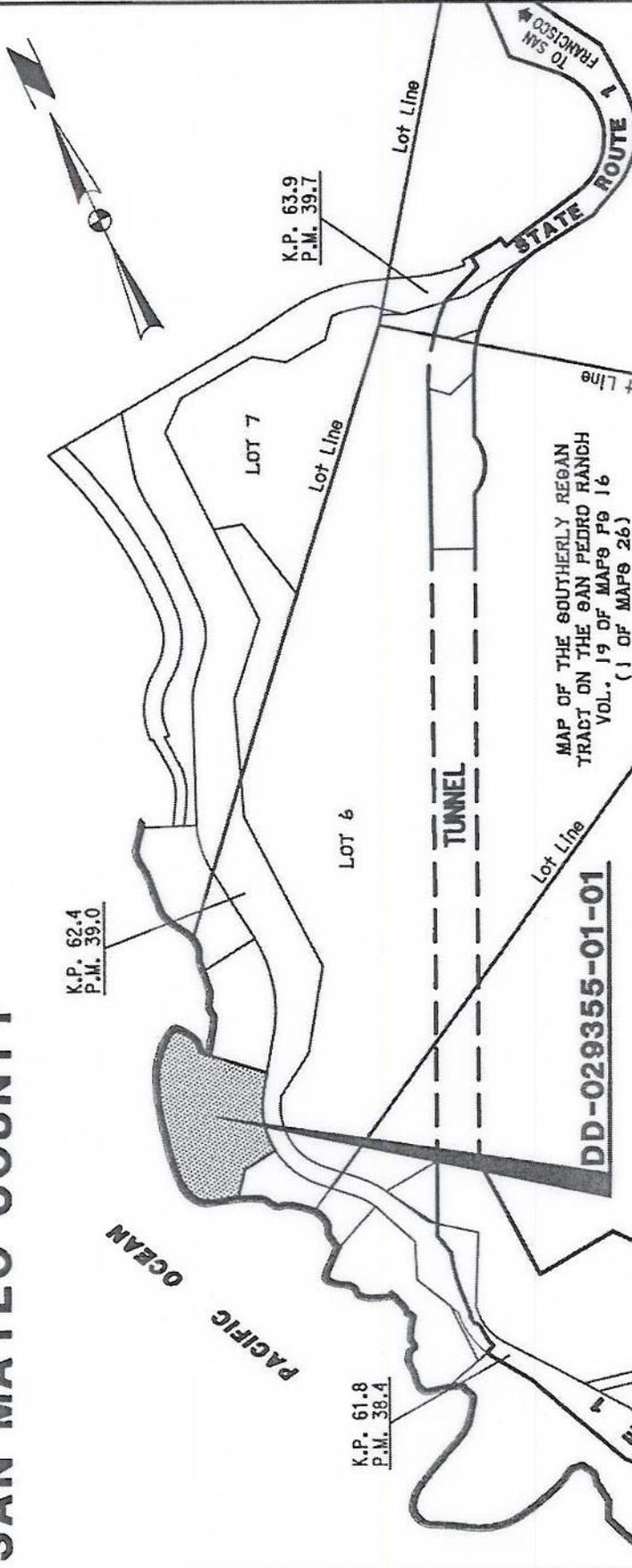
DRAWN BY: AZ	DATE: 05/2013
CHECK BY: AL	SCALE: 1:2000
COUNTY ROUTE	P.M. DR.NO.
SM 1	39.3 3 OF 3

LOT 7
MAP OF THE SOUTHERLY REGAN TRACT
ON THE SAN PEDRO RANCH
VOL. 19 OF MAPS PG. 16
(1 MAPS 26)



LEGEND
O.R. OFFICIAL RECORDS

SAN MATEO COUNTY



MAP OF THE SOUTHERLY REGAN TRACT ON THE SAN PEDRO RANCH VOL. 19 OF MAPS PG 16 (1 OF MAPS 26)

DD-029355-01-01

LOT 5

LOT 4

NO SCALE

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-029355-01-01

DRAWN BY:	AZ	DATE:	05/2013
CHECK BY:		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
SM	1	38.8	1 OF 2

A-10238.3

SAN MATEO COUNTY

DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.



PACIFIC OCEAN

9.45 ACRES, MORE OR LESS
DD-029355-01-01

059336-01-01
59336
Doc #2006-172601

029355-01-01
59335
Doc #2006-172602

ORDINARY HIGH TIDE LINE

$R=228.016m$
 $\Delta=42^{\circ}01'40''(T)$
 $L=167.255m(T)$

$R=136.868m$
 $\Delta=42^{\circ}16'00''$
 $L=100.966m$

$S37^{\circ}45'06''W$
 $+/-45.7m$

$S82^{\circ}45'06''W$
 $60.960m$

PARCEL Y
30
702 O.R. 189

$P.O.B.$
 $R=136.868m$
 $\Delta=8^{\circ}17'30''(T)$
 $L=194.189m(T)$

$S82^{\circ}38'06''W(R)$
 $L=151.141m$

$R=106.388m$
 $\Delta=8^{\circ}23'58''$

$N54^{\circ}59'26''W(R)$
 $L=101.197m(T)$

$N34^{\circ}54'06''E$
 $101.197m(T)$

PARCEL I
30
702 O.R. 189

PARCEL 29355
0.5 RR-1
4063 SR 538

$R=106.388m$
 $\Delta=8^{\circ}23'58''$

$N57^{\circ}49'18''E$
 $85.924m$

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-029355-01-01

DRAWN BY: AZ	DATE: 05/2013
CHECK BY: AL	SCALE: 1:2000
COUNTY ROUTE	P.M. DR.NO.
SM 1	38.8 2 OF 2

STATE ROUTE 1

LOT 6

MAP OF THE SOUTHERLY REGAN TRACT
ON SAN PEDRO RANCH
VOL. 19 OF MAPS P. 16
(J MAPS 26)

$N34^{\circ}15'03''E$
 $147.979m$

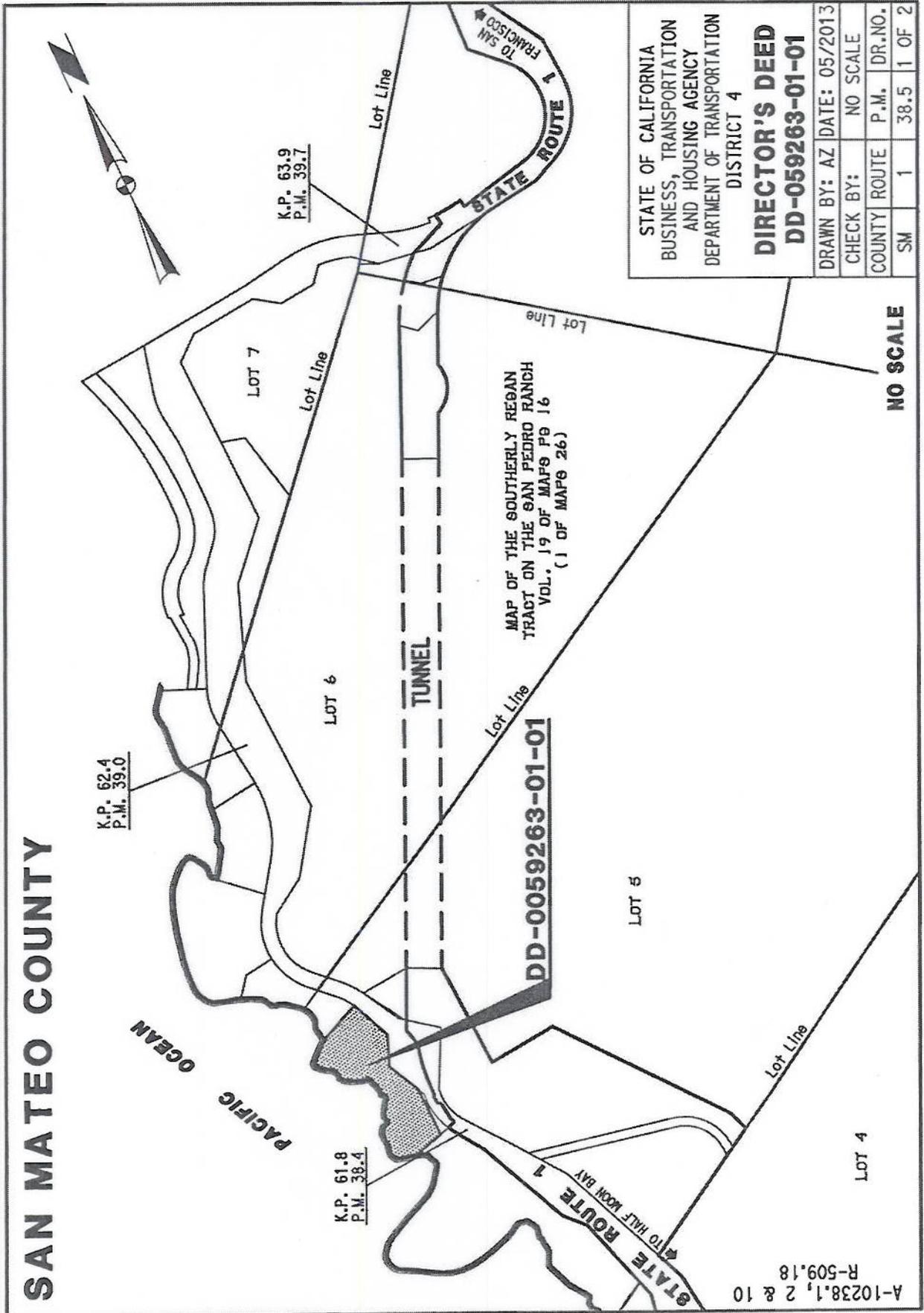
LEGEND

P.O.B. POINT OF BEGINNING
O.R. OFFICIAL RECORDS



A-10238.3

SAN MATEO COUNTY



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4
DIRECTOR'S DEED
DD-059263-01-01

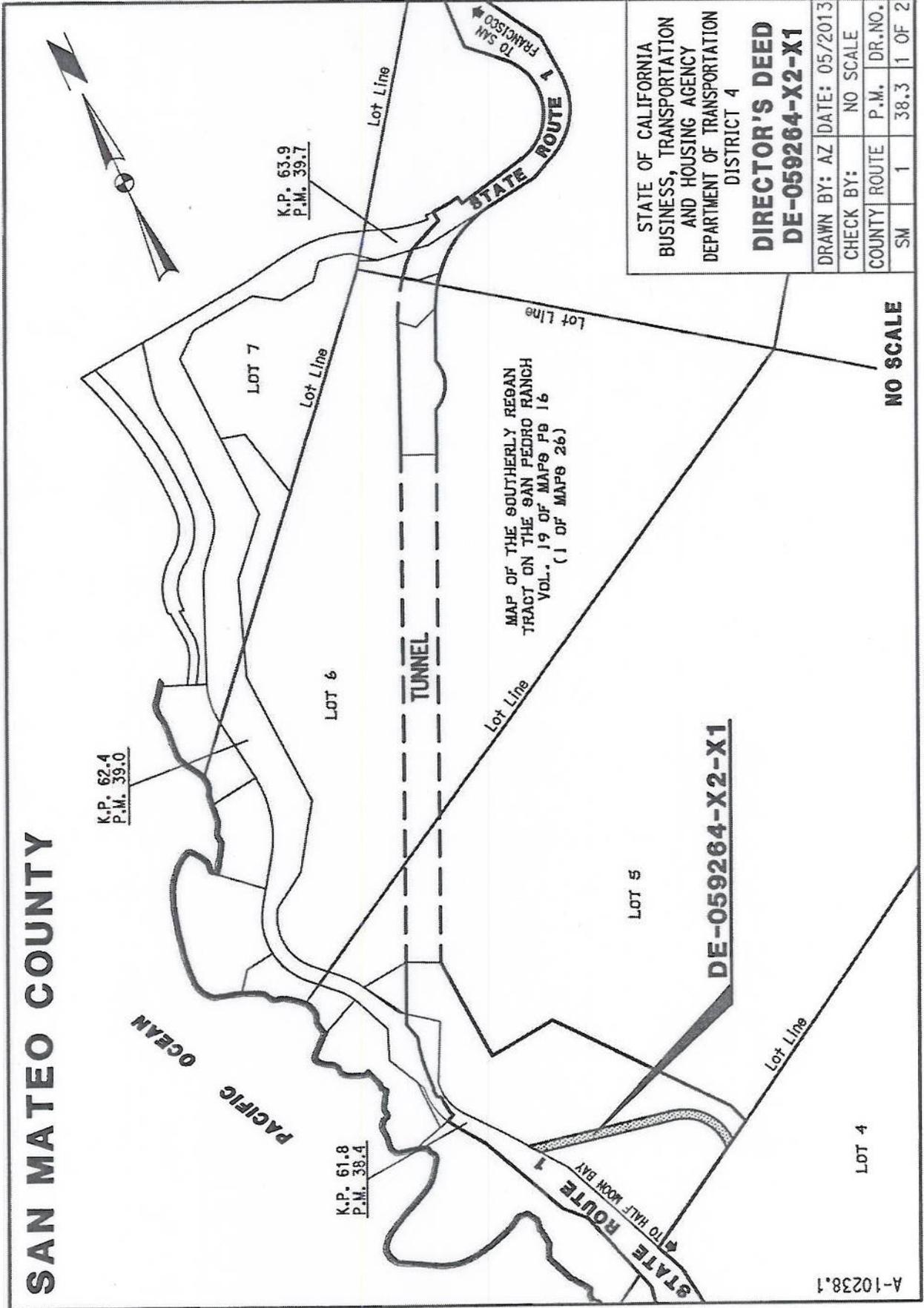
DRAWN BY:	AZ	DATE:	05/2013
CHECK BY:		NO SCALE	
COUNTY ROUTE	SM 1	P.M.	38.5
DR.NO.			1 OF 2

MAP OF THE SOUTHERLY REGAN TRACT ON THE SAN PEDRO RANCH VOL. 19 OF MAPS PG 16 (1 OF MAPS 26)

NO SCALE

A-10238.1, 2 & 10
 R-509.18

SAN MATEO COUNTY



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DE-059264-X2-X1			
DRAWN BY:	AZ	DATE:	05/2013
CHECK BY:		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
SM	1	38.3	1 OF 2

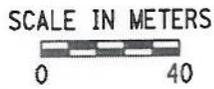
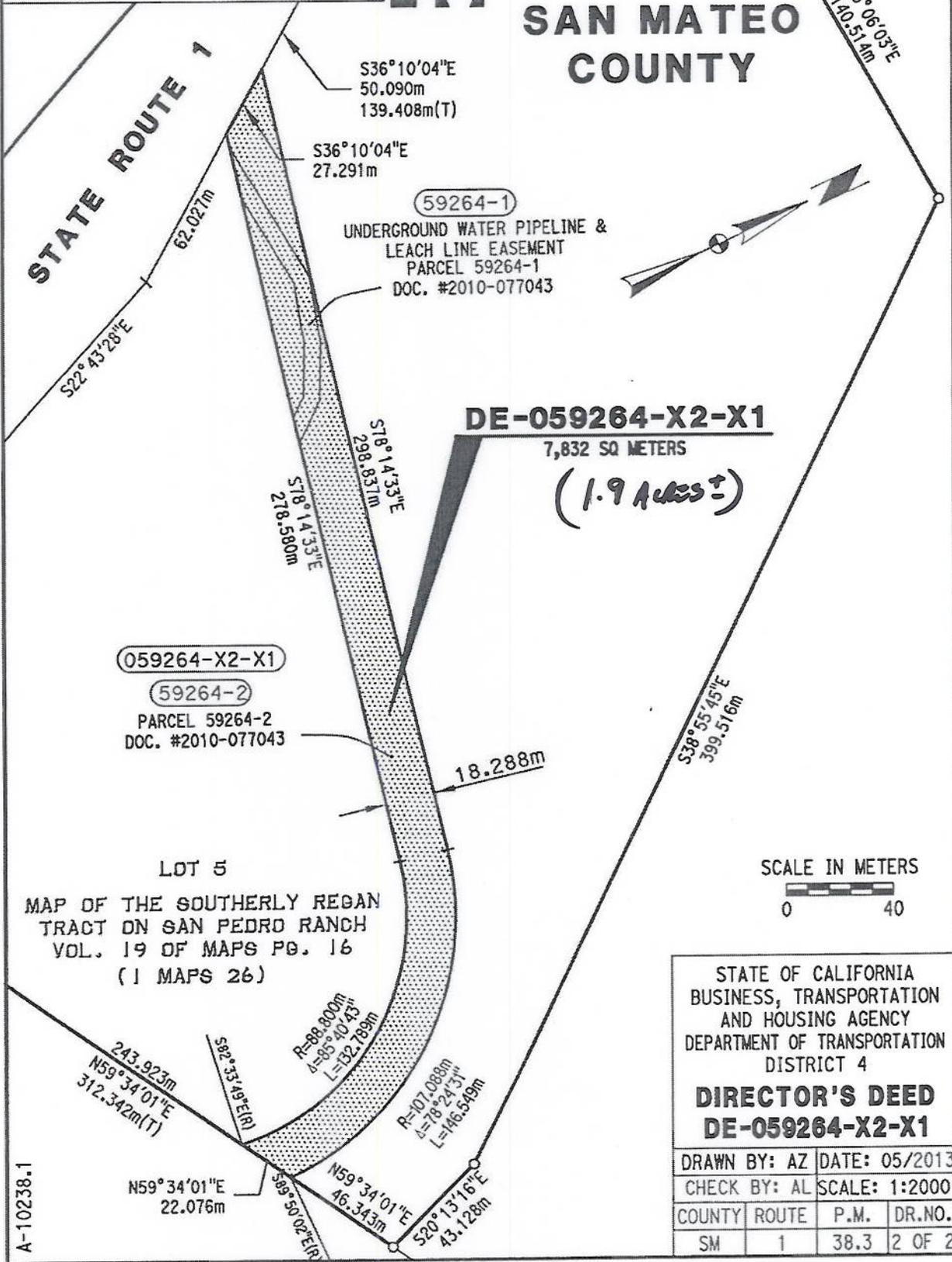
NO SCALE

A-10238.1

DISTANCES AND BEARING SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 IN METERS, CA-HPGN, EPOCH 1991.35. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.



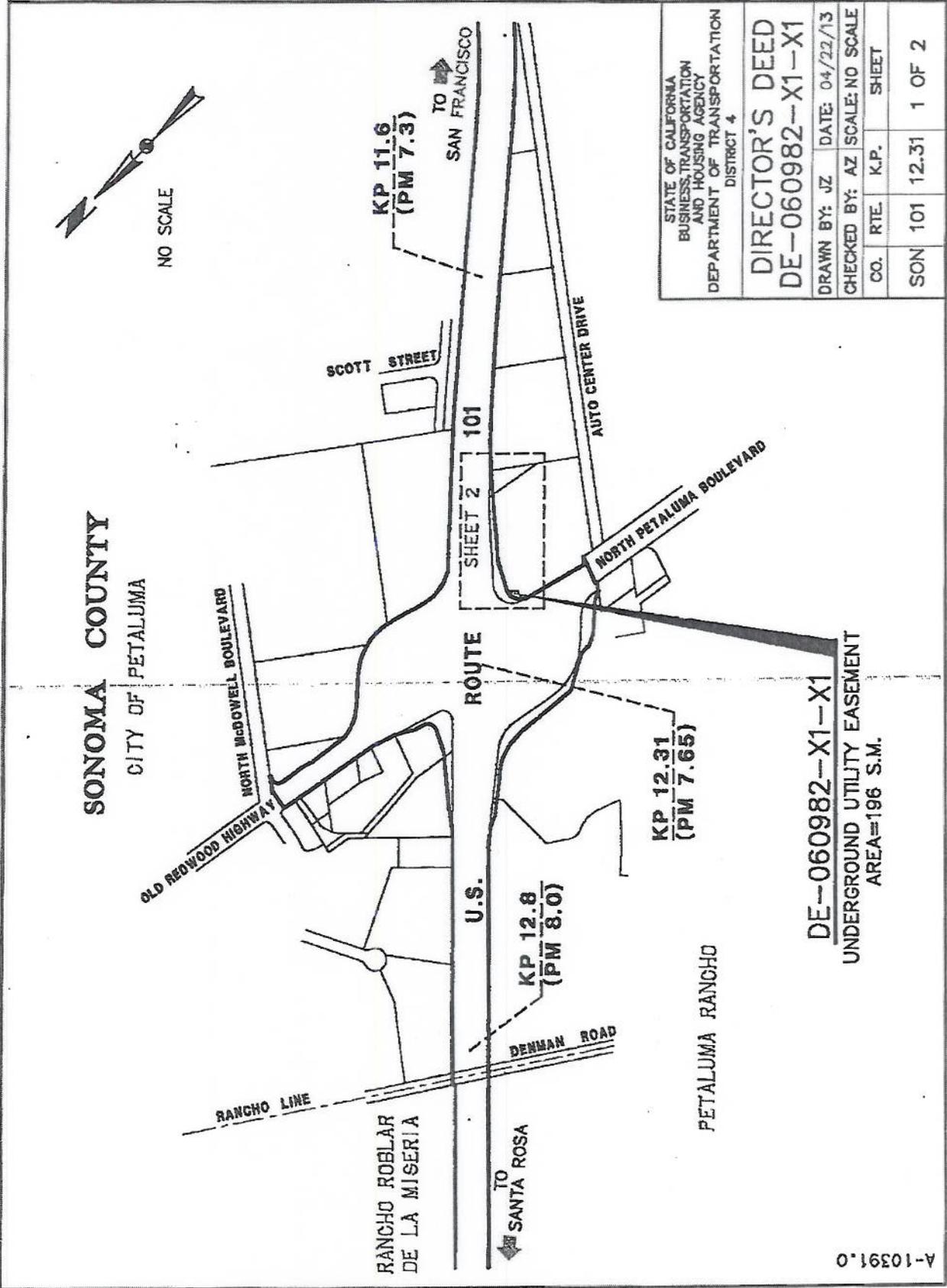
SAN MATEO COUNTY



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DE-059264-X2-X1

DRAWN BY: AZ	DATE: 05/2013		
CHECK BY: AL	SCALE: 1:2000		
COUNTY	ROUTE	P.M.	DR.NO.
SM	1	38.3	2 OF 2



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DE-060982-X1-X1			
DRAWN BY: JZ	DATE: 04/22/13	CHECKED BY: AZ SCALE: NO SCALE	
CO.	RTE.	K.P.	SHEET
SON 101	12.31	1	OF 2

DE-060982-X1-X1
UNDERGROUND UTILITY EASEMENT
AREA=196 S.M.

A-10391.0

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.9999902 TO OBTAIN GROUND LEVEL DISTANCES.

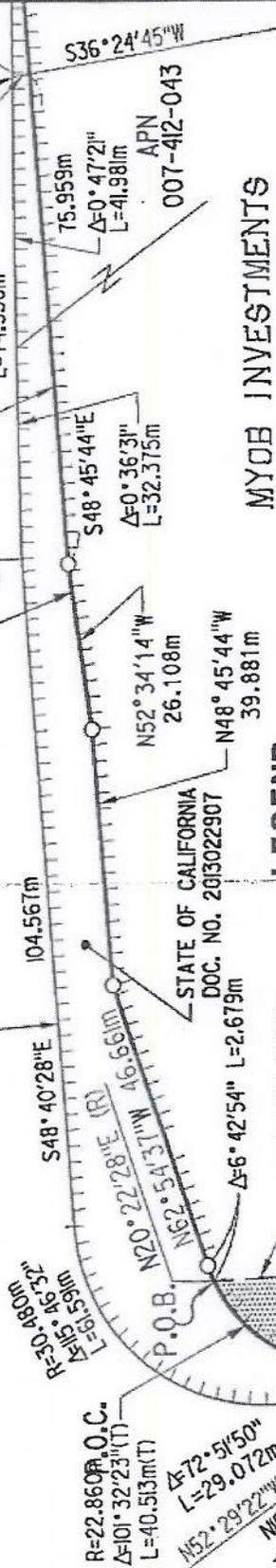
SONOMA COUNTY
CITY OF PETALUMA



U.S. ROUTE 101

N44°03'32"E(R)

PRE-EXISTING RIGHT OF WAY
EXISTING RIGHT OF WAY



MYOB INVESTMENTS
APN 007-412-046

LEGEND

- O DIMENSION POINT
- ACCESS PROHIBITED
- POINT OF BEGINNING
- POINT OF COMMENCEMENT
- ASSESSOR'S PARCEL NUMBER
- UNDERGROUND UTILITY EASEMENT
- COMMON OWNERSHIP
- RADIAL BEARING
- SQUARE METERS
- DOCUMENT NUMBER
- IRON PIPE
- BOOK 379 OF MAPS, PAGE 38,
- SONOMA COUNTY RECORDS

SCALE: 1:1000
0 20m

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4	
DIRECTOR'S DEED DE-060982-X1-X1	
DRAWN BY: JZ	DATE: 04/22/13
CHECKED BY: AZ	SCALE: 1:1000
CO. RTE.	K.P.
SON 101	12.31
	2 OF 2

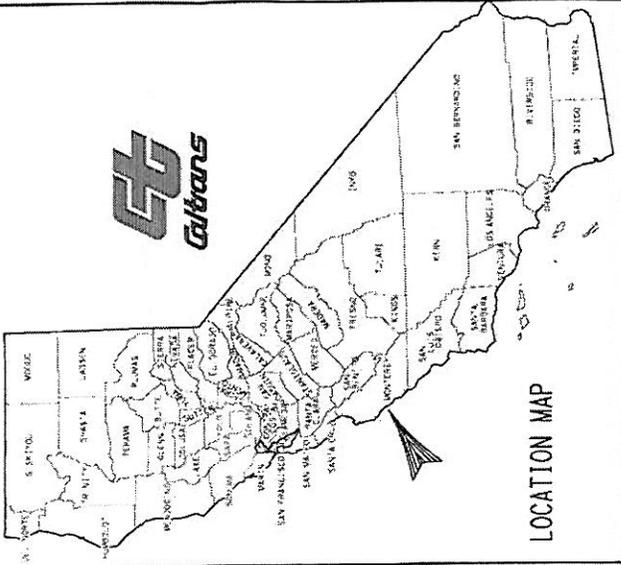
NORTH PETALUMA BOULEVARD

FOUND 3/4" I.P. PER 379 M 38
FOUND GRANITE MONUMENT PER 379 M 38

DE-060982-X1-X1

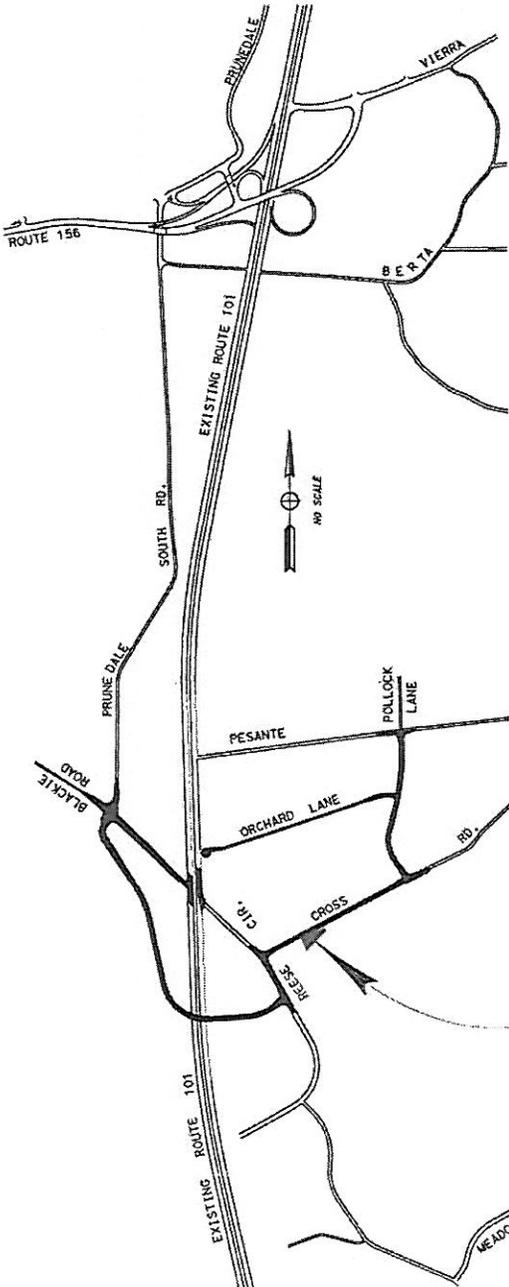
U.U.E.
AREA=196 S.M. (0.05 A66)

A-10391.15, 15A&.16

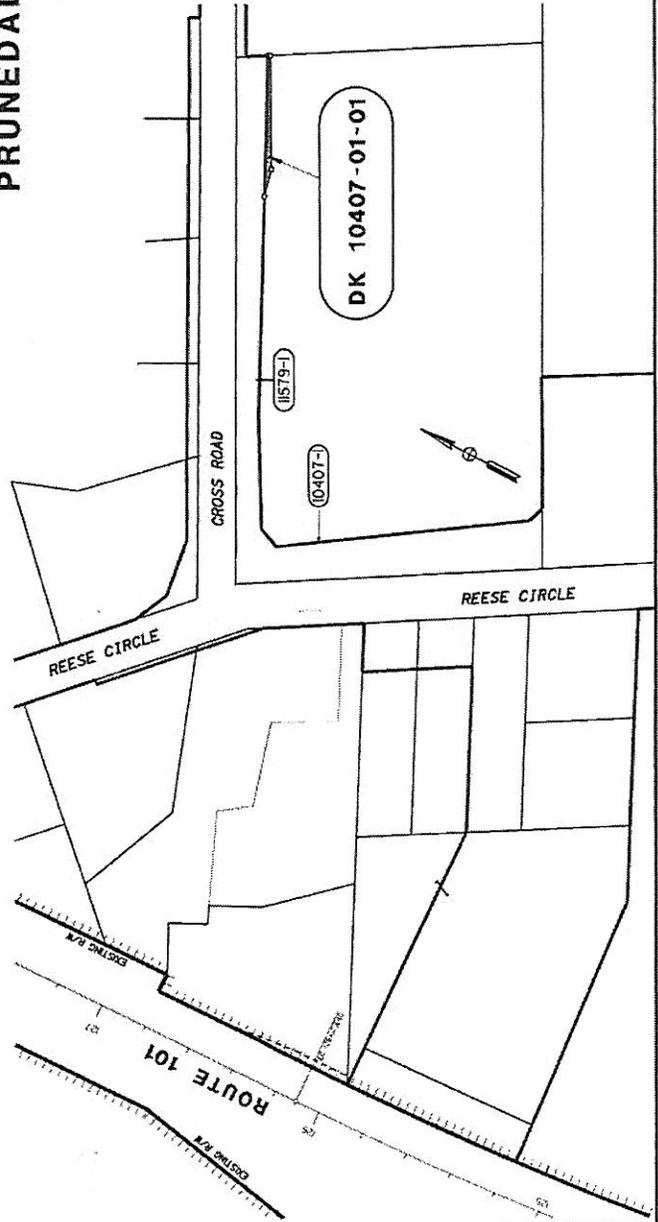


LOCATION MAP

**ROUTE 101
PRUNEDALE IMPROVEMENTS PROJECT
AT BLACKIE ROAD**



DK 10407-01-01

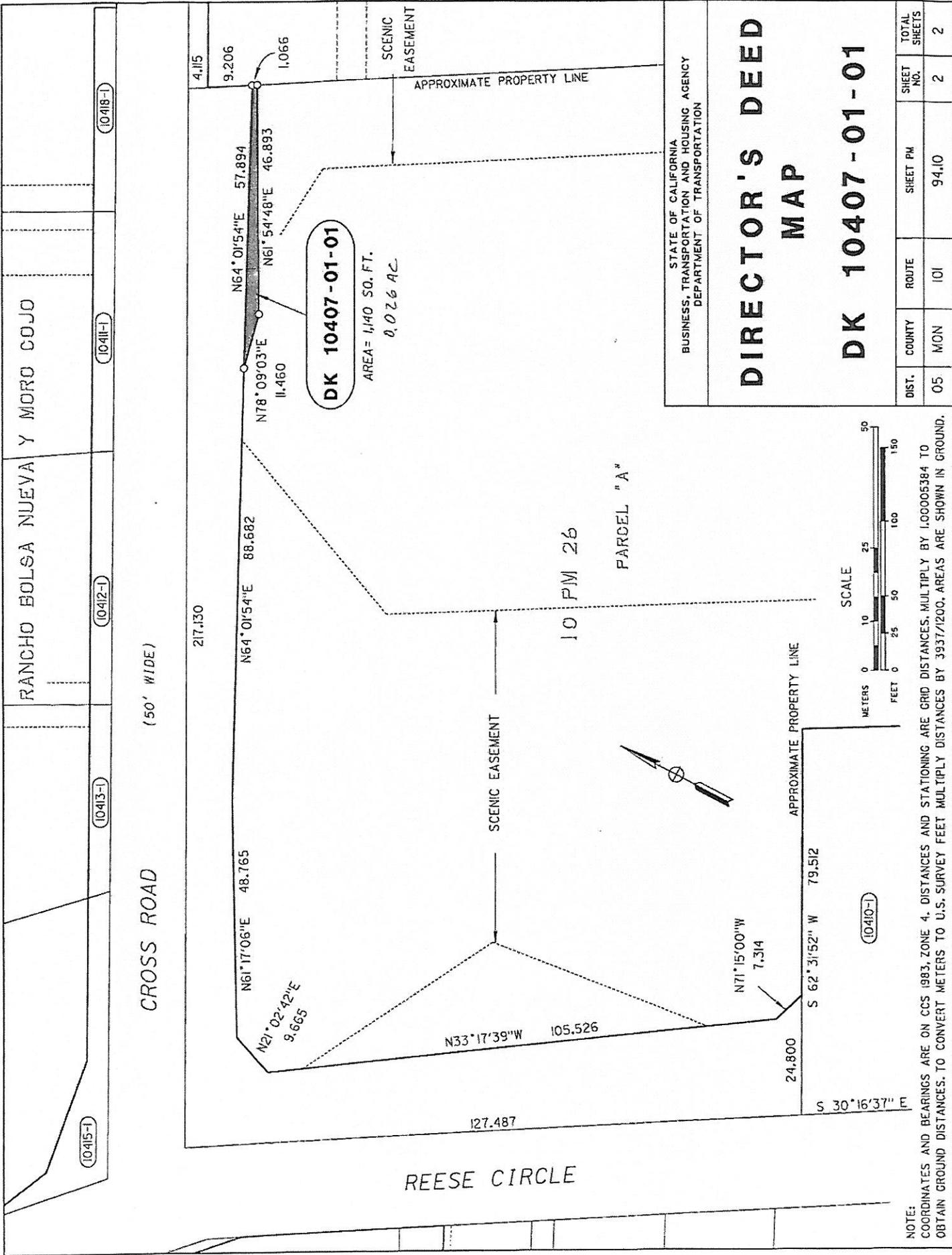


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**DIRECTOR'S DEED
MAP**

DK 10407-01-01

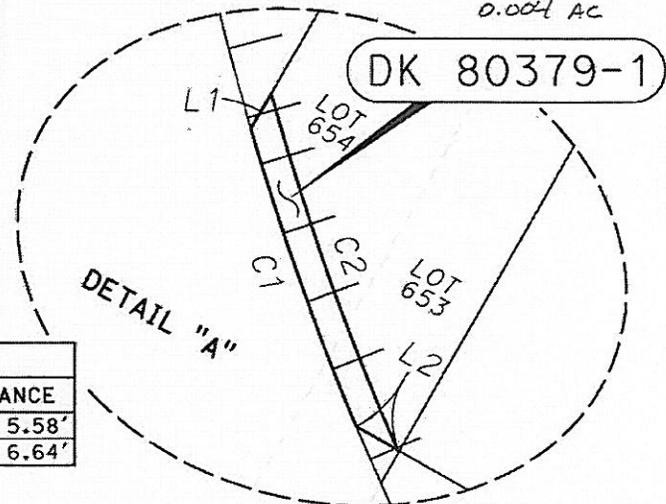
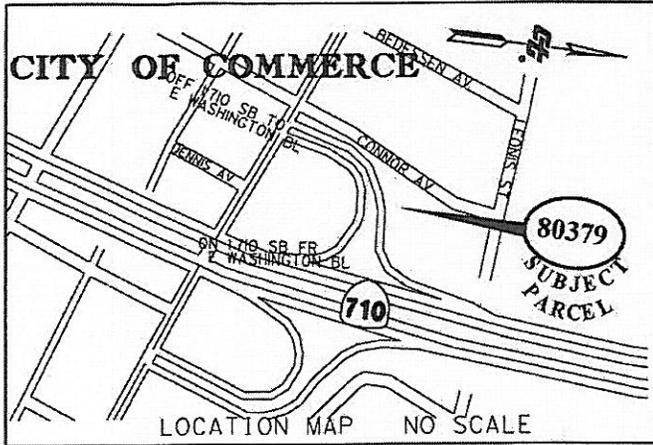
DIST.	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	MON	101	94,10	1	2



DIST.	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	MON	101	94.10	2	2

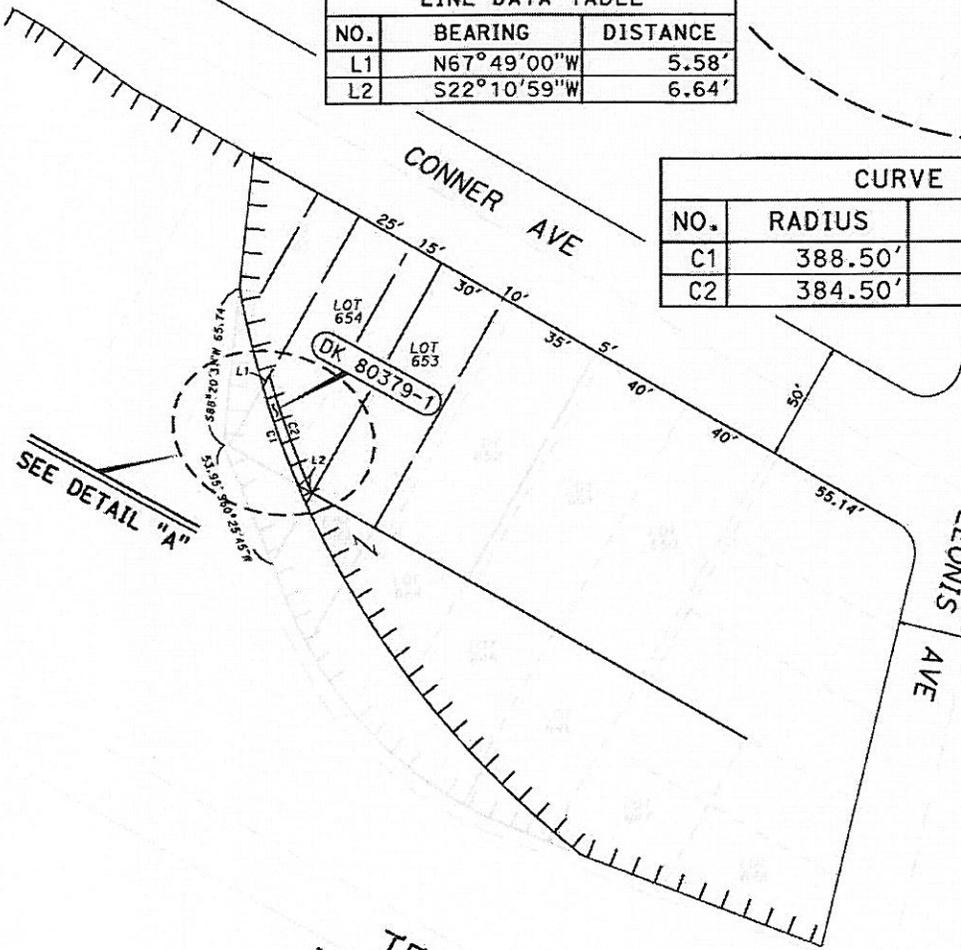
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

Director's Deed No. AREA
DK 80379-1 192 SF
0.004 AC



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N67°49'00"W	5.58'
L2	S22°10'59"W	6.64'

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	388.50'	06°26'05"	43.63'
C2	384.50'	07°47'46"	52.32'



INTERSTATE

TRACT NO. 8047
 MB 95-18/19
 LONG BEACH **710** FWY

NOTES
 All distances are in feet unless otherwise noted.

LEGEND

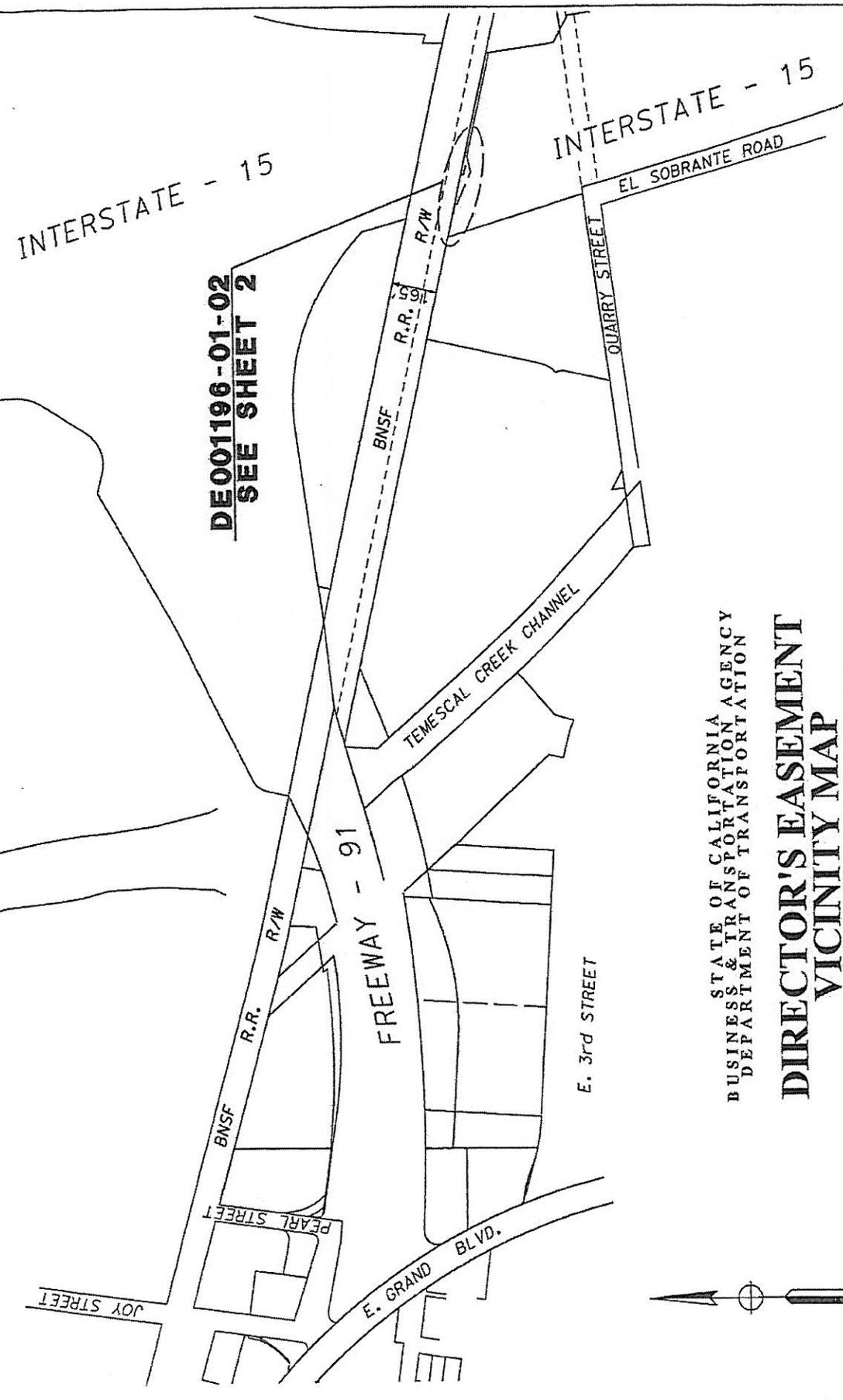
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED
 DK 80379-1
 (R/W Map F1525-4Ap)

FEET 0
 NO SCALE

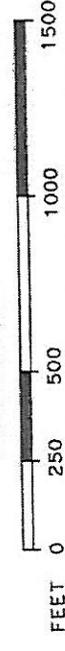
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	710	22.5	1	1

PARCEL: 004562-01-01				AREA: 3,256 SQ. FT.	
DISTRICT	COUNTY	ROUTE	POST MILE	NUMBER	
08	RIV	15	41.238	DE001196-01-02	



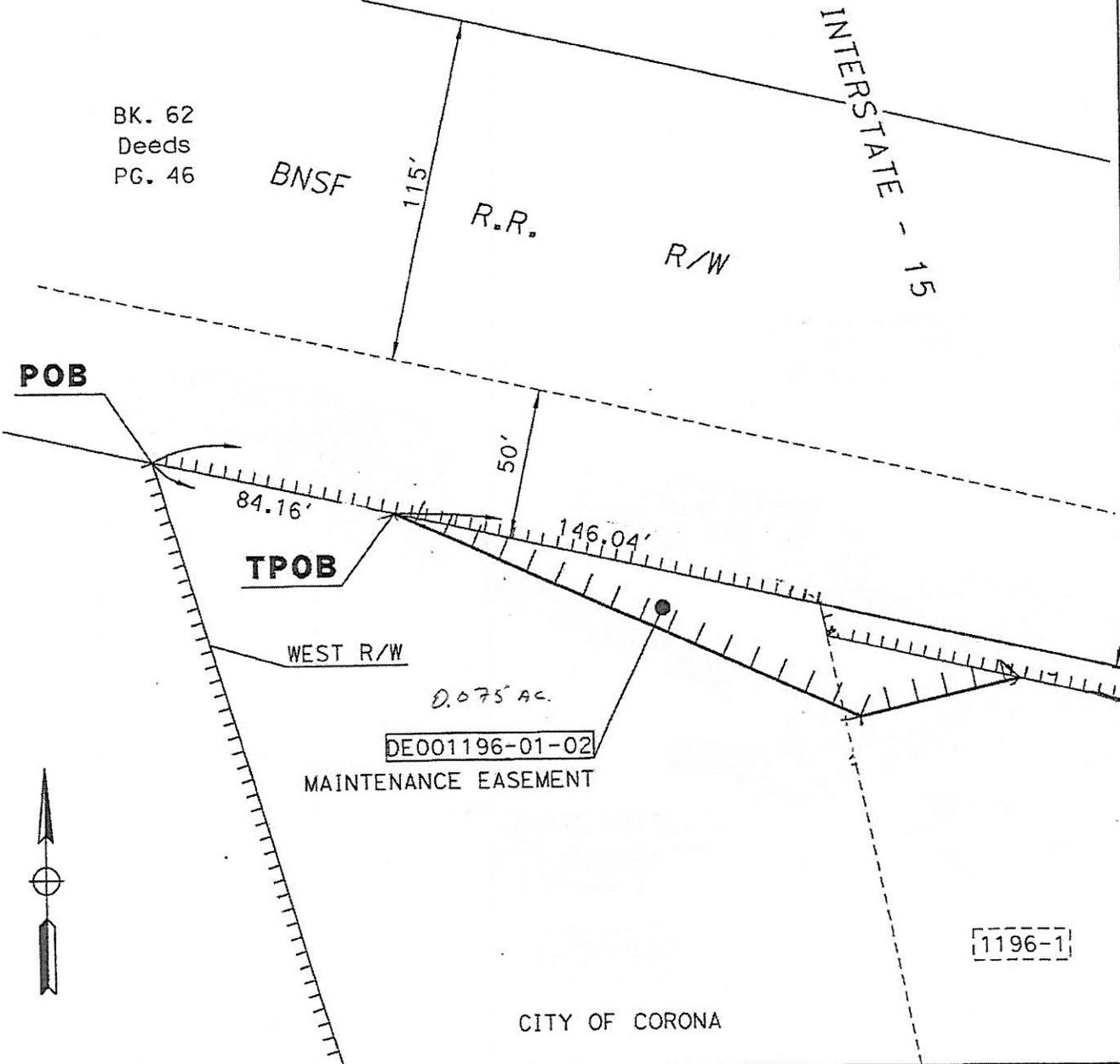
STATE OF CALIFORNIA
 BUSINESS & TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

**DIRECTOR'S EASEMENT
 VICINITY MAP**



SHEET 1 OF 2

PARCEL: 004562-01-01			AREA: 3,256 SQ. FT.	
DISTRICT	COUNTY	ROUTE	POST MILE	NUMBER
08	RIV	15	41.238	DE001196-01-02



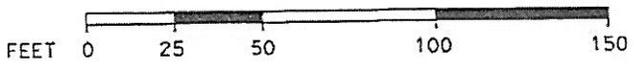
LEGEND	
TPOB	True Point of Beginning
POB	Point of Beginning
	Title to State
	Existing Access Control
	Proposed Access Control

NOTES

Coordinates and bearings are on CCS 1983(2007.00) Zone 6. Distances and stationing are grid distances. Divide by 0.99997476 to obtain ground distances. All distances are in feet unless otherwise noted.

**STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION**

DIRECTOR'S EASEMENT PLAT

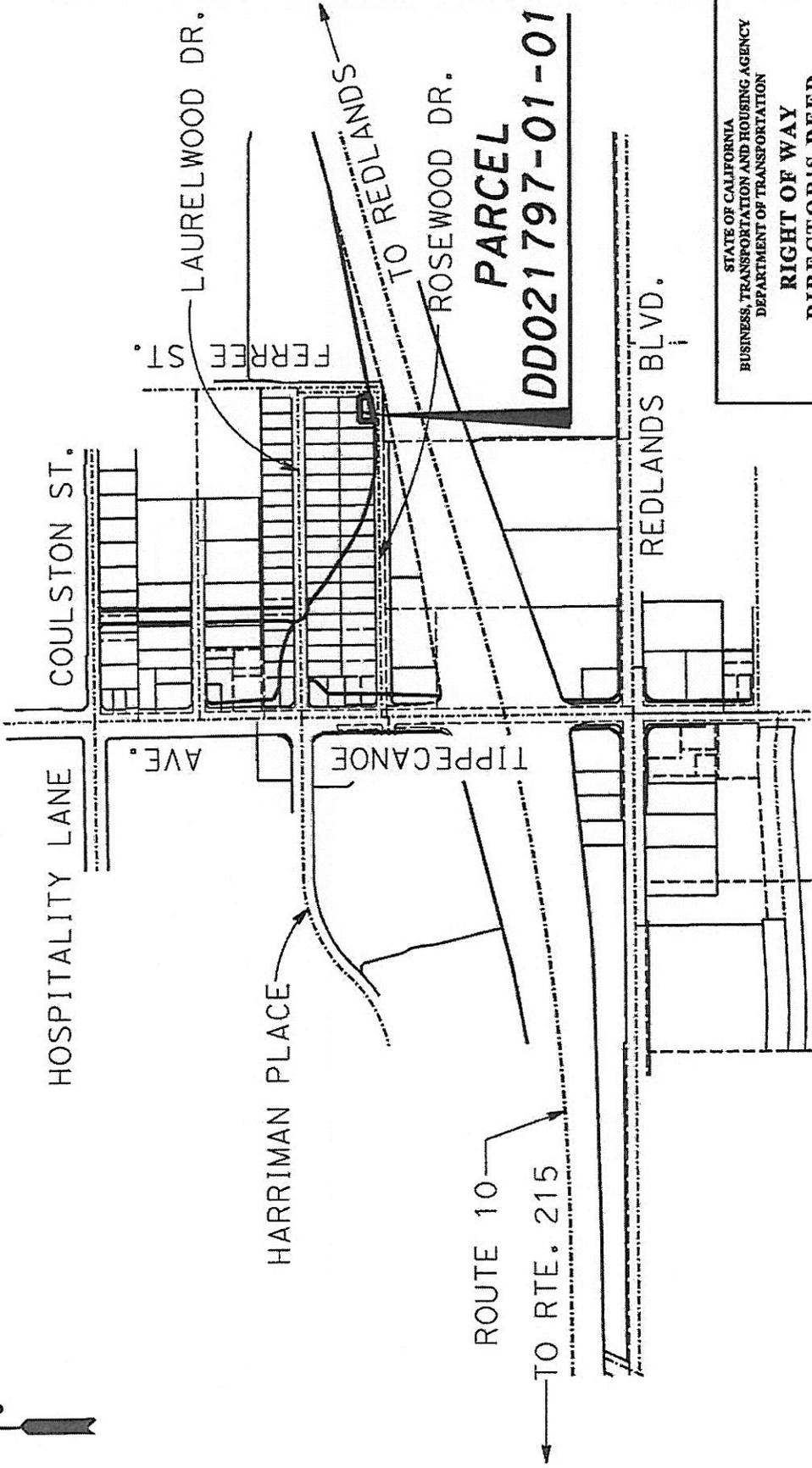


SHEET 2 OF 2

DATE: 05/17/13
DRAWN BY: M.CARTER

CITY OF SAN BERNARDINO
COUNTY OF SAN BERNARDINO

NOTE: The State of California or its officers or agents
 shall not be responsible for the accuracy or completeness
 or digital images of this map.



ROUTE 10
 TO RTE. 215

CITY OF LOMA LINDA

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
 DD021797-01-01
 EXHIBIT "B"
 NO SCALE

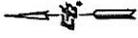
DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
08	SBC	10	26-53	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

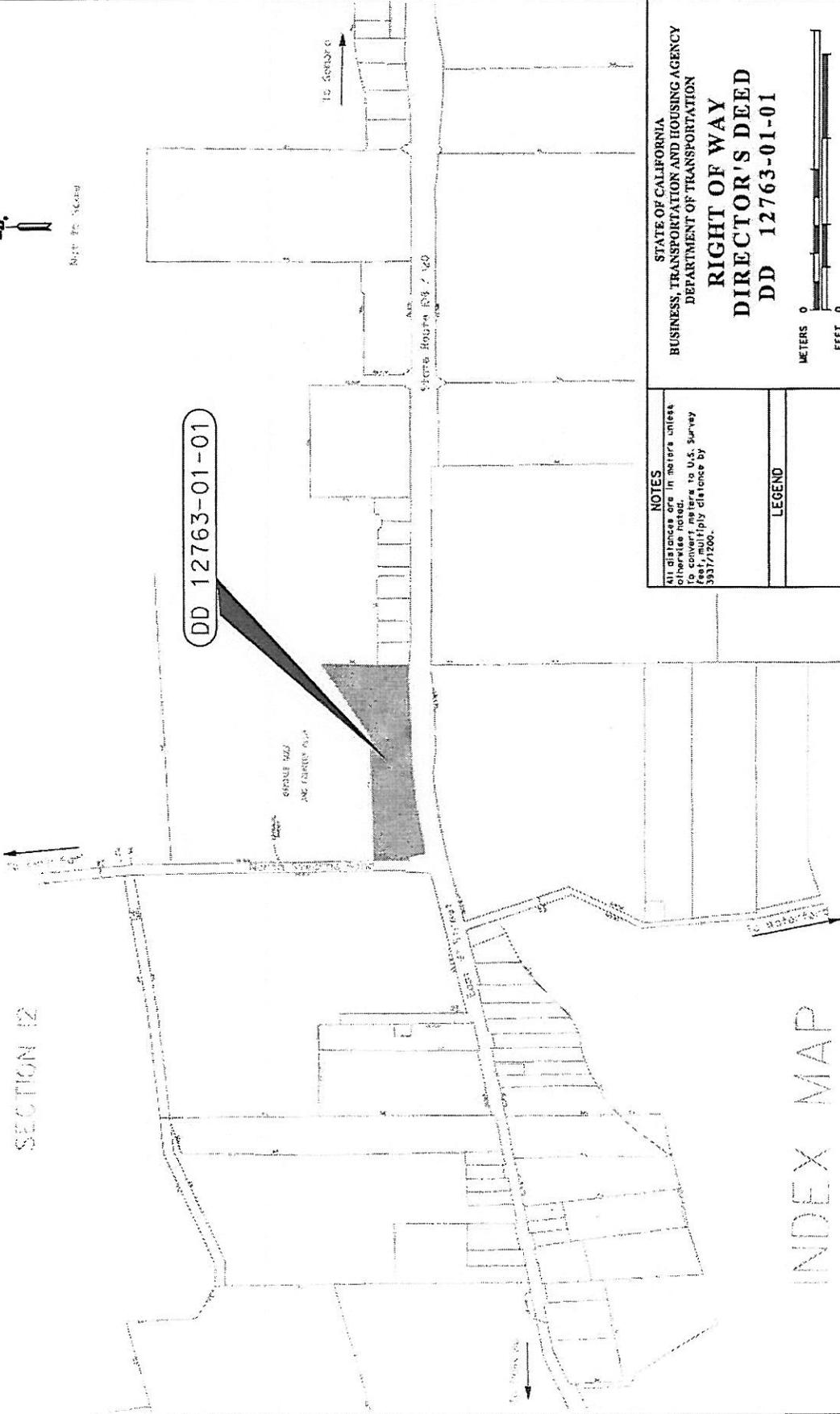
STANISLAUS COUNTY

T. 2 S., R. 10 E., M.C.M.

SECTION 12



North Arrow



NOTES
 All distances are in meters unless otherwise noted.
 The contractor for the U.S. Survey fee multiply distance by 3331/1200.

LEGEND

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 12763-01-01**



DISTRICT	COUNTY	ROUTE	SHEET	MP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4-B/20-B	1	1	2

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STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.

SECTION 12

CARDALE GOLF
AND COUNTRY CLUB

Approx.
centerline
G.U.D.
W.P. and lateral

DD 12763-01-01



Sierra Railroad
Appr. centerline
187' 0" W. 285'
Reviewed

150'

140' X 10' Water Pipe Line Esmt.

156.92

88.9137

23.534

79.36

Existing R/W

State Route 120

Existing R/W

To Sacramento

P/L

218.429

50 foot Oakdale
Irr. Dist. W. Pump lateral
as per 2570R7569

8.827

29.925

R=1085.0910

L=2381.028

Existing R/W

To Oakdale

P/L

63.411

89.137

23.534

79.36

Existing R/W

State Route 120

Existing R/W

To Sacramento

P/L

63.411

89.137

23.534

79.36

Existing R/W

State Route 120

Existing R/W

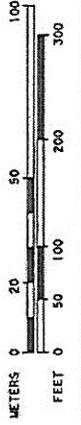
To Sacramento

NOTES

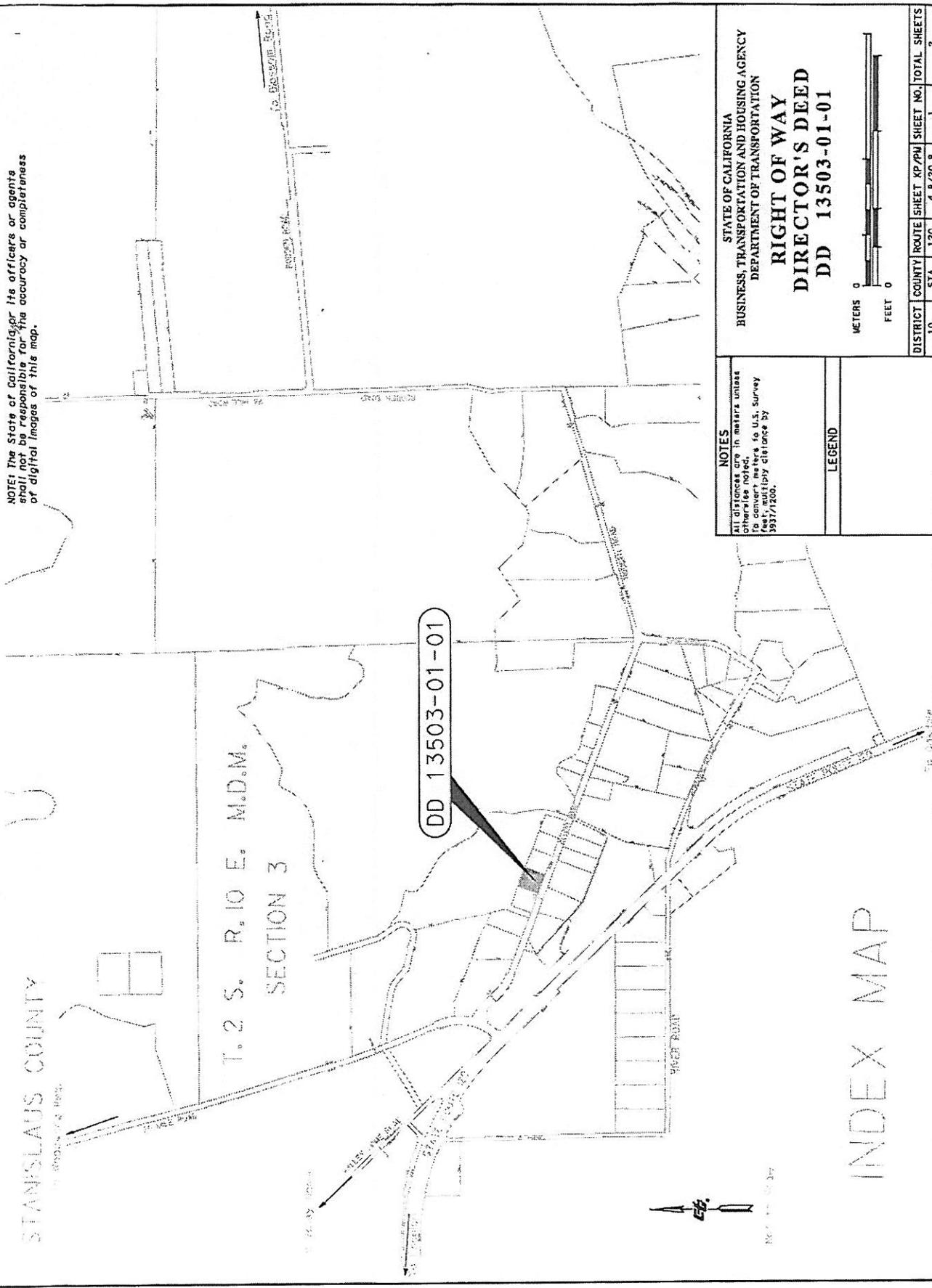
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3.28084.

LEGEND

DISTRICT	COUNTY	ROUTE	SHEET	KP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4.6/20.8	2	2	2



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NOTES
 All distances are in meters unless otherwise noted. For conversion to U.S. Survey feet multiply distance by 3937/1200.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 13503-01-01**



LEGEND

DISTRICT	COUNTY	ROUTE	SHEET	K/P/P/M	SHEET NO.	TOTAL SHEETS
TO	STA	120	4.8/20.8	1	2	

STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.
 SECTION 3

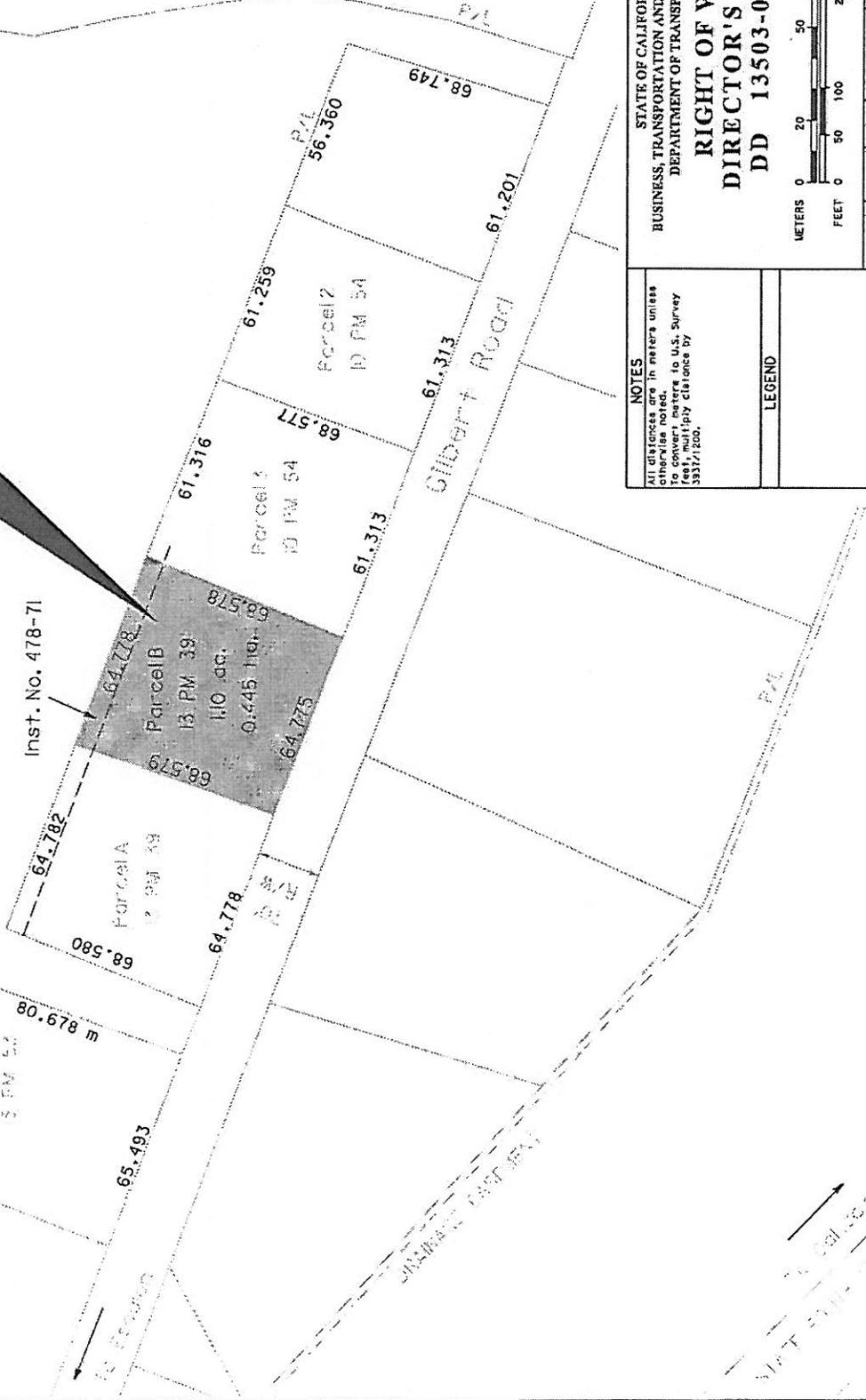
DD 13503-01-01

INDEX MAP

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

STANISLAUS COUNTY
 T. 2 S., R. 10 E., M.D.M.
 SECTION 3

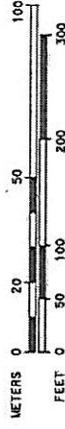
DD 13503-01-01



NOTES
 All distances are in meters unless otherwise noted. To convert meters to feet, multiply distance by 3.281/1.200.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
 DIRECTOR'S DEED
 DD 13503-01-01

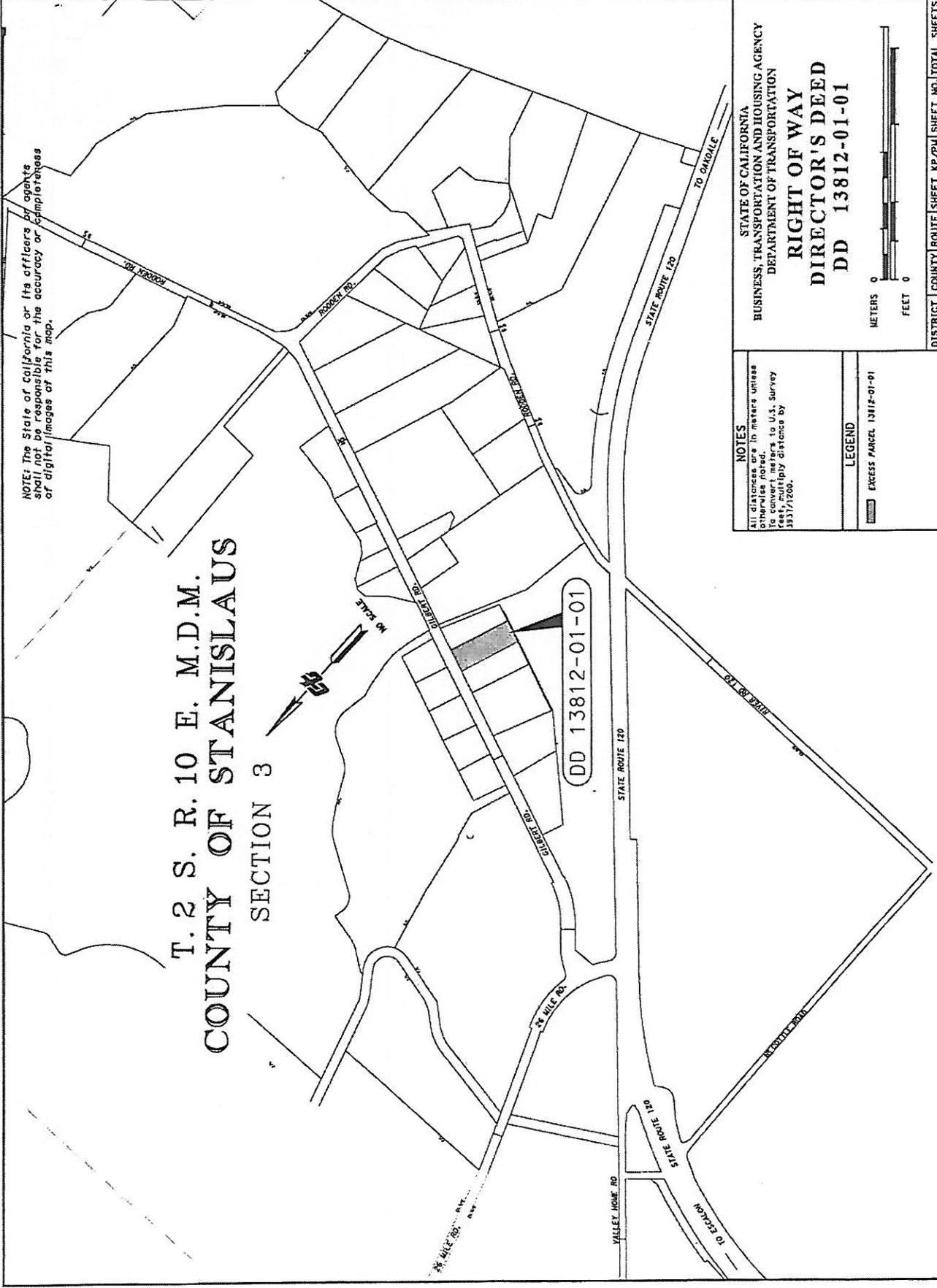
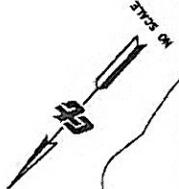


LEGEND

DISTRICT	COUNTY	ROUTE	SHEET	NO. OF SHEETS	TOTAL SHEETS
10	STA	120	4.8/20.8	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T. 2 S. R. 10 E. M.D.M.
 COUNTY OF STANISLAUS
 SECTION 3



NOTES
 All distances are in meters unless otherwise noted. To convert to U.S. survey feet multiply distance by 3331/1200.

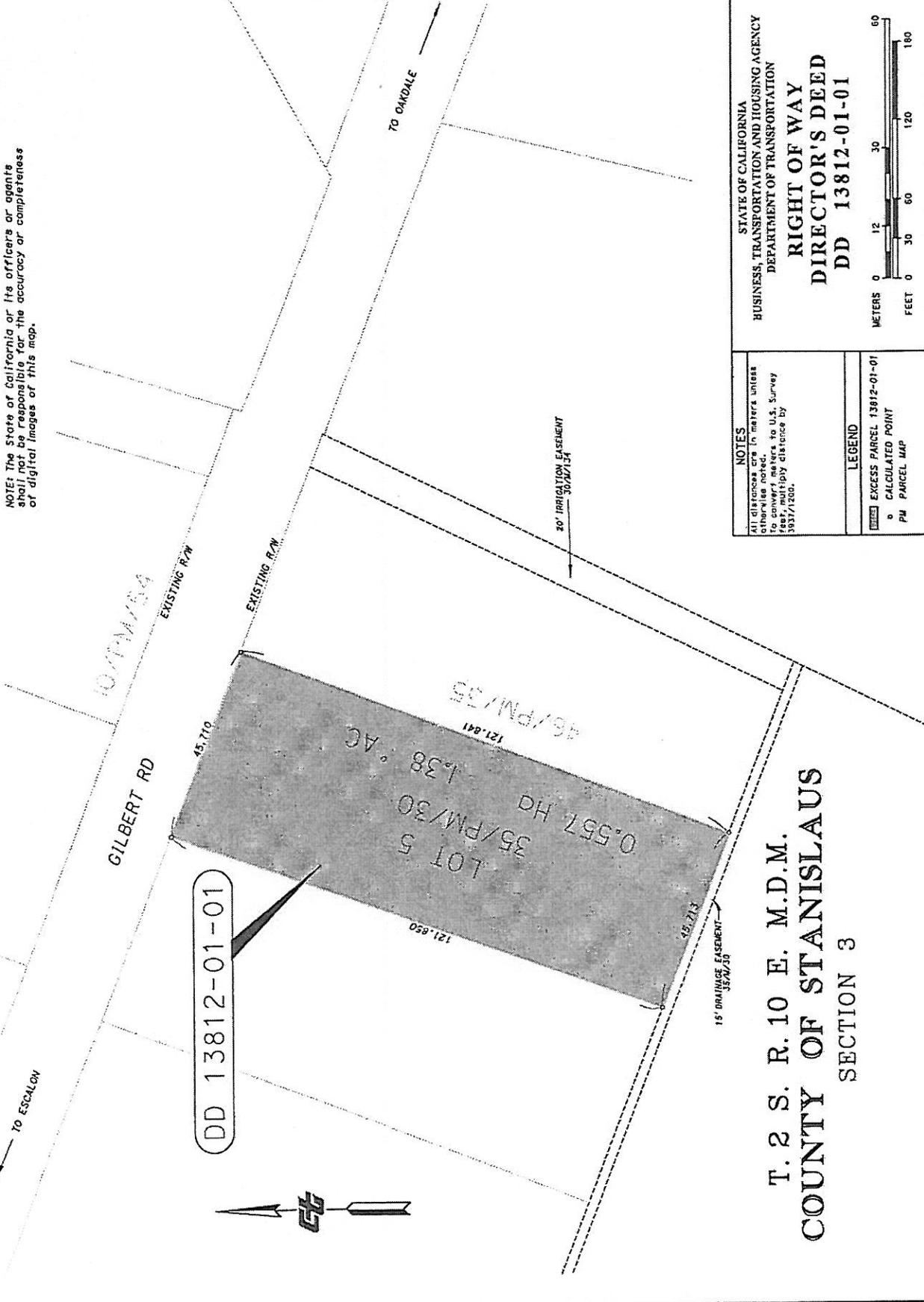
LEGEND
 EXCESS PARCEL 13812-01-01

STATE OF CALIFORNIA
 BUSINESS TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DD 13812-01-01



DISTRICT	COUNTY	ROUTE	SHEET	XP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4.8/20.8	1	1	2

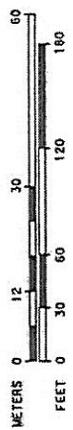
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NOTES
 All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3.281/1000.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 13812-01-01

LEGEND
 ■ EXCESS PARCEL 13812-01-01
 ○ CALCULATED POINT
 PM PARCEL MAP



DISTRICT	COUNTY	ROUTE	SHEET	MP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120		4.8/20.8	2	2

T. 2 S. R. 10 E. M.D.M.
COUNTY OF STANISLAUS
 SECTION 3

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



North to South



STANISLAUS COUNTY

T. 1 S., R. 10 E., M.D.M.,

SECTIONS 25 & 36

AND

SECTION 30 & 31

T. 1 S., R. 11 E., M.D.M.,

2 S 149

DD 14403-01-01

Parcel "E"
14 S 180

544.6' Var 21.16 deg. Fence

594.8' Var 11.16 deg. Fence

Parcel "C"
14 S 180

Parcel "D"
14 S 180



INDEX MAP

NOTES
All distances are in meters unless otherwise noted. To convert meters to feet, multiply distance by 3.281/1200.

LEGEND

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 14403-01-01



DISTRICT	COUNTY	ROUTE	SHEET	NO. KP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4.8/20.8	1	2	2

T.1 S. R.10 E. M.D.M.
SECTIONS 25 & 36

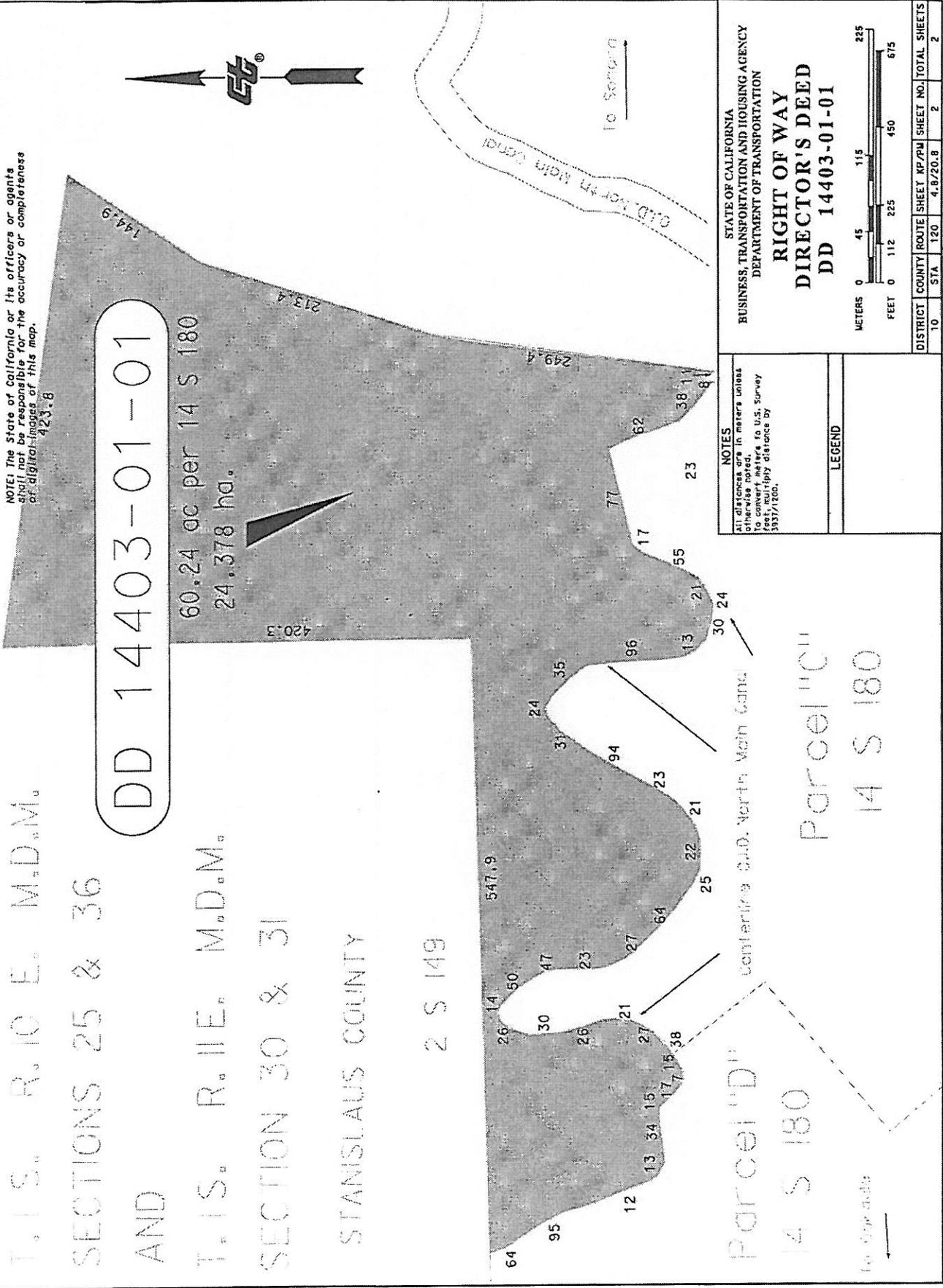
DD 14403-01-01

T.1 S. R.11 E. M.D.M.
SECTION 30 & 31

STANISLAUS COUNTY
2 S 149

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

60.24 ac per 14 S 180
24.378 ha.

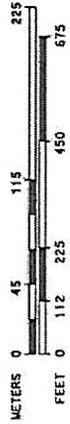


NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

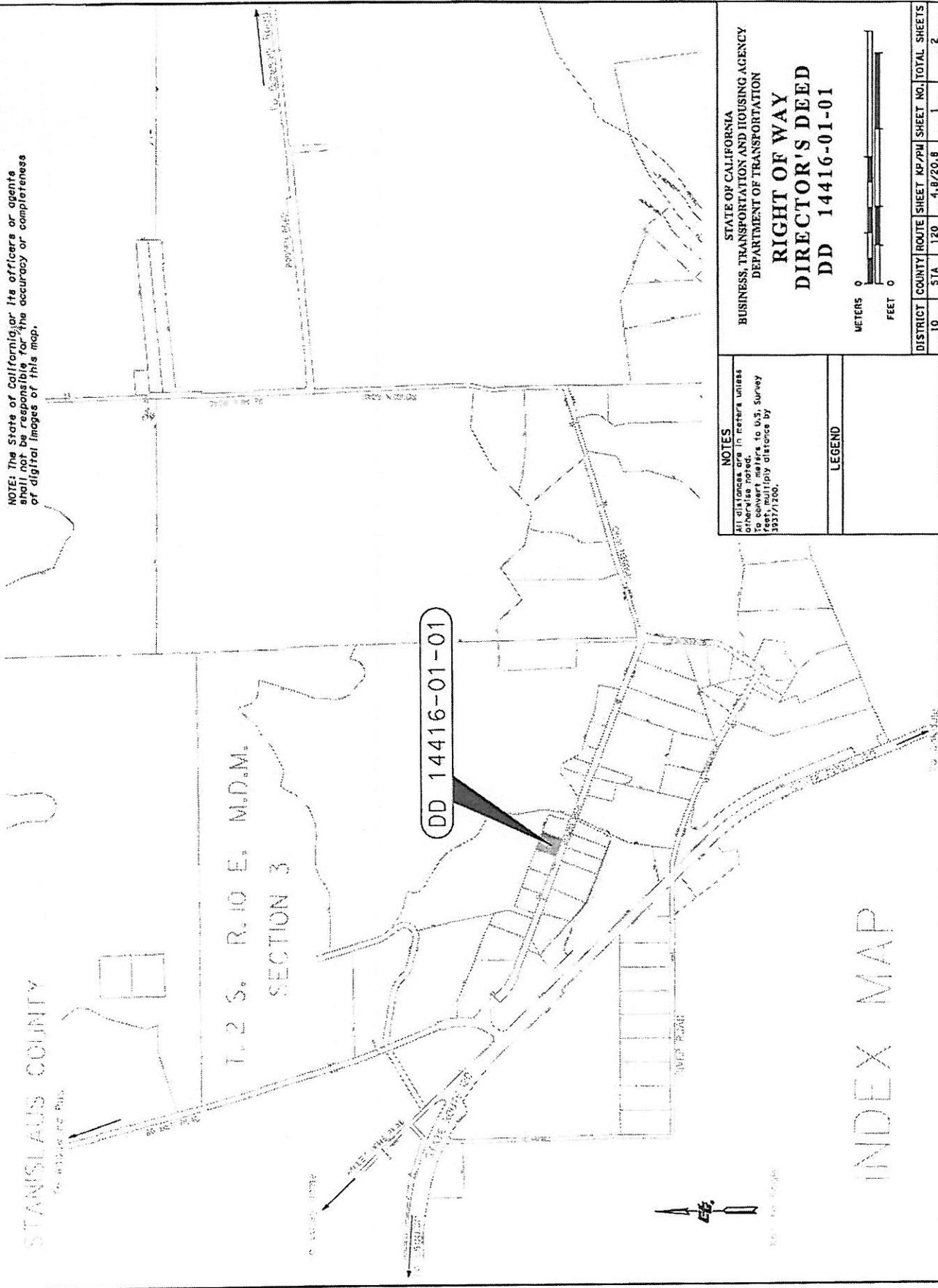
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 14403-01-01



DISTRICT	COUNTY	ROUTE	SHEET	KP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4-8/20.8	2	2	2

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NOTES
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 To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 14416-01-01**

METERS 0
 FEET 0

DISTRICT	COUNTY	ROUTE	SHEET	KP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4, 8/20.8	1	1	2

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STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.

SECTION 3

DD 14417-01-01

INDEX MAP

NOTES
 All distances are in meters unless otherwise noted.
 To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 14417-01-01**



LEGEND

DISTRICT	COUNTY	ROUTE	SHEET	KP/PM	SHEET NO.	TOTAL SHEETS
ST	STA	120	4-6/20.8	1	1	2

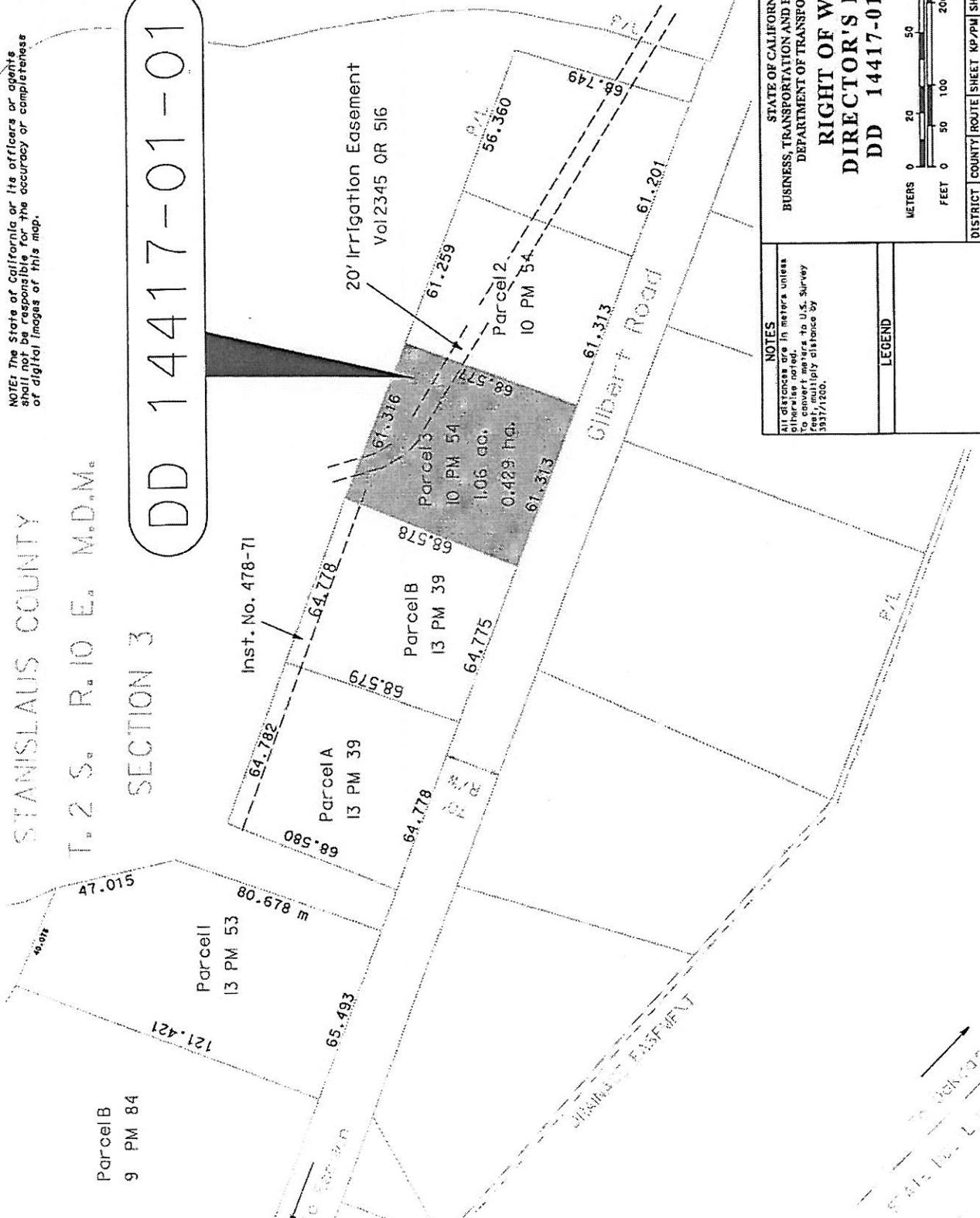
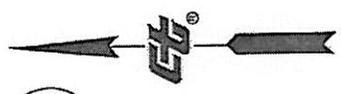
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.

SECTION 3

DD 14417-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 14417-01-01**

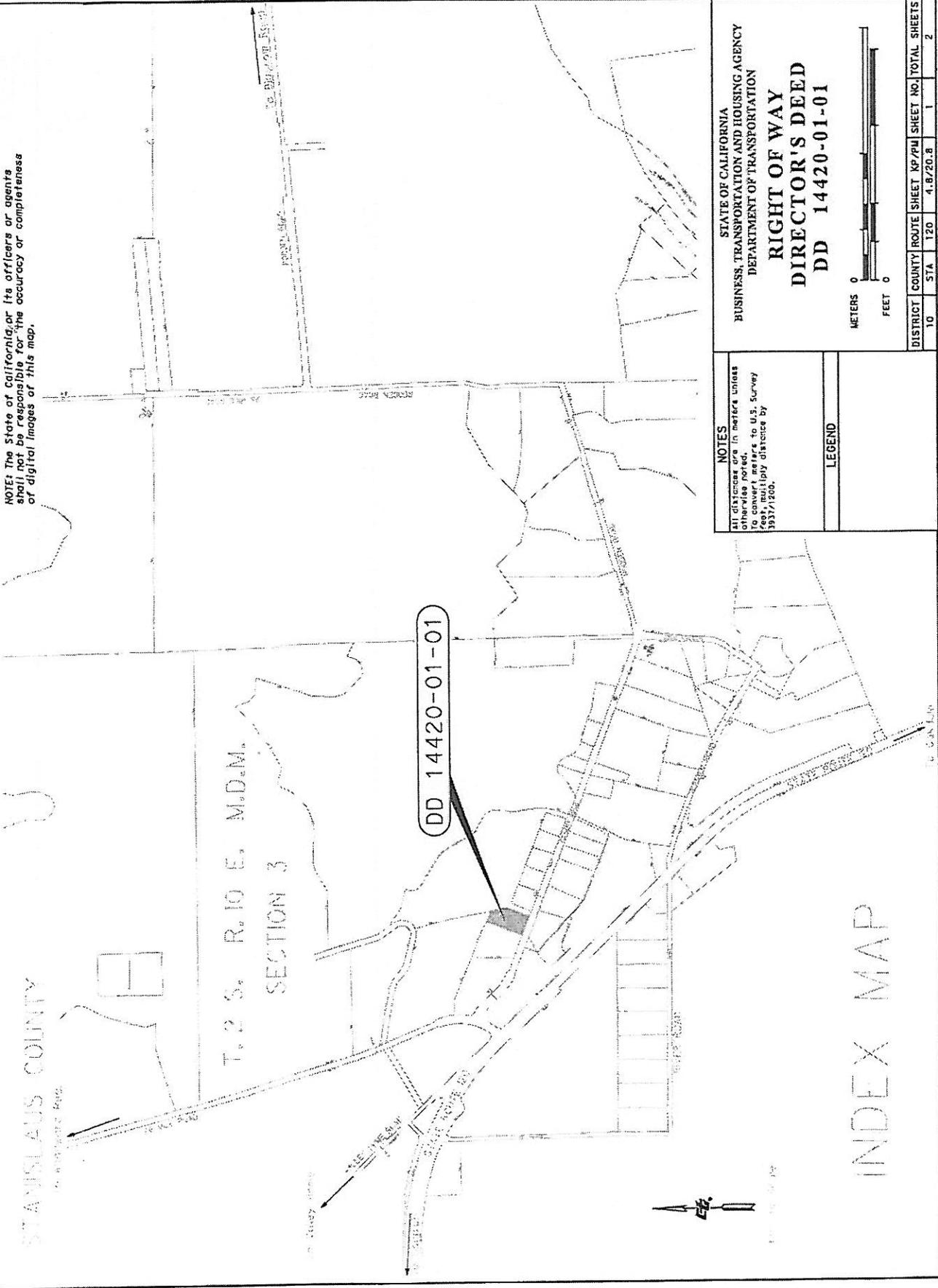
NOTES:
All distances are in meters unless otherwise noted.
To convert meters to U.S. Survey feet, multiply distance by 3937/1600.

LEGEND

METERS 0 20 50 100 200 300
FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET	MP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4, B/20, 8	2	2	2

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NOTES
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STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 14420-01-01**



LEGEND

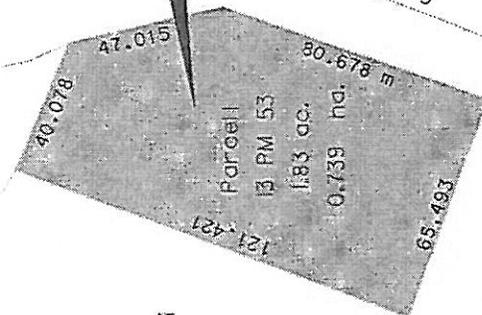
DISTRICT	COUNTY	ROUTE	SHEET	NO./PM	SHEET NO.	TOTAL SHEETS
10	STA	120	1-B/20.8		1	2

STANISLAUS COUNTY

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

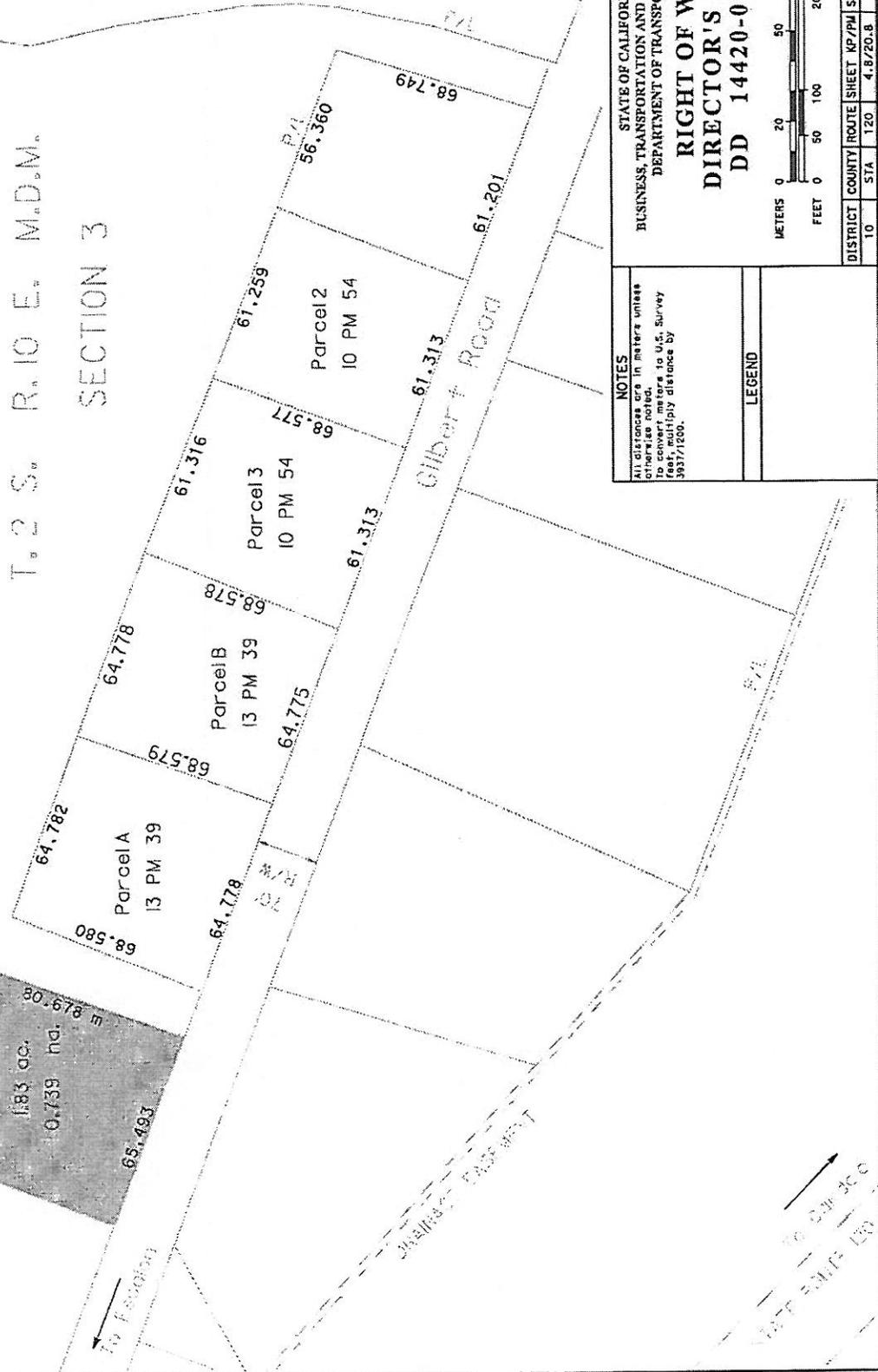
DD 14420-01-01

Parcel B
9 PM 84



T. 2 S., R. 10 E. M.D.M.

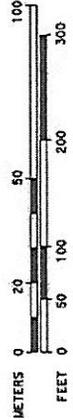
SECTION 3



NOTES
All distances are in meters unless otherwise noted.
To convert meters to U.S. Survey feet, multiply distance by 3937/1000.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

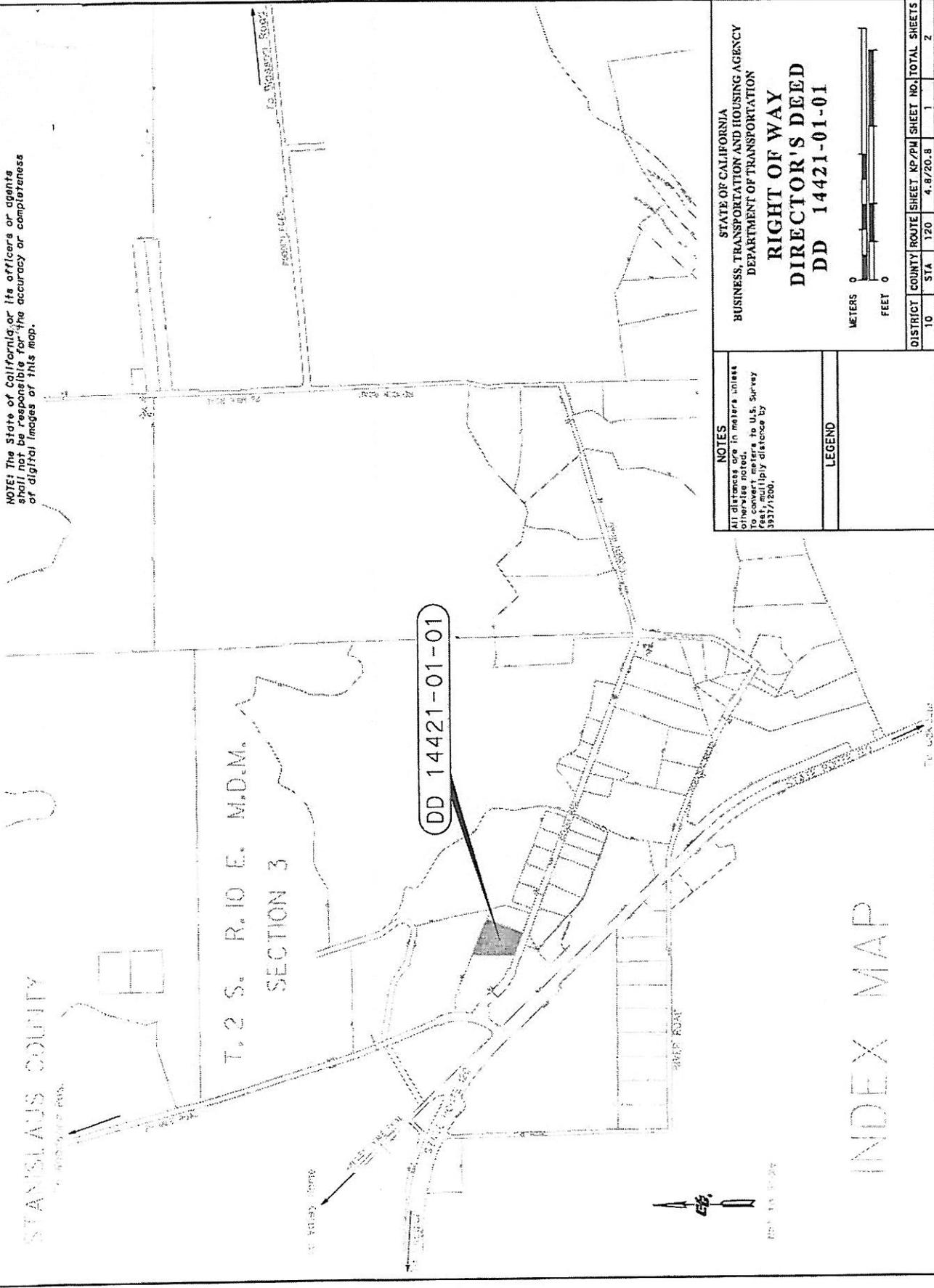
RIGHT OF WAY
DIRECTOR'S DEED
DD 14420-01-01



DISTRICT	COUNTY	ROUTE	SHEET	MP/PM	SHEET NO.	TOTAL SHEETS
10	STA.	120	4-B/20.8	2	2	2

LEGEND

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NOTES
 All distances are in meters unless otherwise noted.
 To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 14421-01-01**



LEGEND

DISTRICT	COUNTY	ROUTE	SHEET	RP/PM	SHEET NO.	TOTAL SHEETS
10	STA	120	4.8/20.8		1	2

STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.
 SECTION 3

DD 14421-01-01

INDEX MAP



NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



DD 14421-01-01

STANISLAUS COUNTY

T. 2 S. R. 10 E. M.D.M.

SECTION 3

Parcel A
9 PM 84

Parcel B
9 PM 84
3.02 ac.
1.222 ha.

Parcel C
13 PM 53

Gilbert Road

Parcel B
13 PM 39

Parcel C
10 PM 54

To ESCROW

To DALLAS

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 14421-01-01**

NOTES:
All distances are in meters unless otherwise noted.
To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

METERS 0 20 50 100 200 300
FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET	KP/PM	SHEET NO.	TOTAL SHEETS
10	57A	120	4.8/20.8	2	2	2

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5g.(5)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED
PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUNDS PROJECT OFF
THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-AA-1314-04, AMENDING RESOLUTION TCIF-A-1213-16**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-1213-16 to revise the project recipient from City of Banning to Riverside County for Project 46, Sunset Avenue Grade Separation project (PPNO 1122) in Riverside County.

BACKGROUND:

On June 11, 2013, the Commission allocated \$10,000,000 in Proposition 1B Trade Corridor Improvement Funds under Resolution TCIF-A-1213-16 to the Sunset Avenue Grade Separation Project. However, at the time of allocation, the project recipient was incorrect, and should be shown as Riverside County not the City of Banning. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$10,000,000 for the Proposition 1B Trade Corridor Improvement Fund (104-6056) originally allocated under Resolution TCIF-A-1213-16 and amended by Resolution TCIF-AA-1314-04 for project 46-Sunset Avenue Grade Separation Project (PPNO 1122), is hereby amended, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Project Title	PPNO	Budget Year	Amount by
Recipient	RTPA/CTC	Location	Program/Year	Item #	Fund Type
District-County	Project Description	Project ID	Phase	Fund Type	Program Code
2.5g.(5) Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects			Resolution TCIF-AA-1314-04,		
off the State Highway System			Amending Resolution TCIF-A-1213-16		
1	\$10,000,000	Sunset Avenue Grade Separation. In the city of Banning on Sunset Avenue. Construct an underpass at the Union Pacific Railroad Crossing (TCIF Project 46).	08-1122	2011-12	\$10,000,000
City of Banning			TCIF/12-13	104-6056	
Riverside County			CONST	TCIF	
RCTC	(CEQA – CE, 12/08/2010.)		\$10,000,000	20.30.210.300	
08-Riverside	(NEPA – CE, 02/28/2011.)		0800000600		
	(Concurrent TCIF Project Baseline Amendment under Resolution TCIF-P-1314-07, October 2013)				
	(The TCIF allocation is split as follows: \$4,300,000 for construction engineering and \$5,700,000 for construction capital.)				
	(Contributions from other sources: \$24,764,000.)				
	<u>Outcome/Output:</u> This project will decrease traffic congestion and travel time to improve goods movement and emergency vehicle response.				
	<u>Resolution TCIF-AA-1314-04 will revise the project recipient from City of Banning to Riverside County.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.9a.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION-
RESOLUTION GS1B-A-1112-005**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution GS1B-A-1112-005, originally approved on May 23, 2012.

ISSUE:

At its May 2012 meeting, the Commission approved Resolution GS1B-A-1112-005 allocating \$12,157,000 for two locally administered Proposition 1B Highway-Railroad Crossing Safety Account projects. A technical correction is needed for Project 1-Bardsley Avenue Grade Separation project in the city of Tulare to revise the Project ID number from 0012000244 to 0014000012.

There is no change to the Book Item Memorandum

The required changes are reflected in strikethrough and bold on the attached document.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects			Resolution GS1B-A-1112-005	
1 \$7,156,000 City of Tulare TCAG 06-Tulare	Bardsley Avenue Grade Separation. Construct a grade-separated underpass at Bardsley Avenue and I Street, in the city of Tulare. (Original programming resolution GS1B-P-1011-01.) (CEQA – Categorically Exempt – CCR Sec. 15282(g).) (Contributions from other sources: \$10,799,000.) <u>Outcome/Output:</u> This project will increase safety for pedestrians and vehicles, improve emergency response time, air quality, regional circulation and public convenience.	75-Rail HRCSA/11-12 CONST \$7,156,000 0012000244 0014000012 S H023BA	2010-11 104-6063 HRCSA 20.30.010.400	\$7,156,000
2 \$5,001,000 City of Los Angeles LACMTA 07-Los Angeles	North Spring Street Grade Separation. Widen North Springs Street to accommodate traffic lanes, including median, sidewalks and bike lanes in each direction and seismically retrofit the historic North Spring Street Bridge within the city of Los Angeles. (Original programming resolution GS1B-P-1011-01.) (Concurrent Future Consideration of Funding – Resolution E-12-27, May 2012.) (Contributions from other sources: \$43,318,000.) <u>Outcome/Output:</u> The bridge widening will relieve traffic overflow to the yet to be grade-separated North Main Street Bridge.	75-Rail HRCSA/11-12 CONST \$5,001,000 0012000245 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$5,001,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.9b.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION
RESOLUTION FP-12-67**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution FP-12-67, originally approved on June 11, 2013.

ISSUE:

At its June 2013 meeting, the Commission approved Resolution FP-12-67 allocating \$9,643,000 for 18 locally administered State Transportation Improvement Program (STIP) projects. A technical correction is need for Project 1-Planning, Programming and Monitoring for the El Dorado County Transportation Commission, to revise the Project ID from "0313000236" to "0313000235" in the vote box on the Book Item Attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Project 1)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(6) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)			Resolution FP-12-67	
1 \$140,000 El Dorado County Transportation Commission EDCTC 03-El Dorado	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	03-0L14 RIP / 13-14 CONST \$140,000 0313000236 0313000235	2013-14 101-0042 SHA 20.30.600.670	\$140,000
2 \$142,000 Placer County Transportation Planning Agency PCTPA 03-Placer	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	03-0L11 RIP / 13-14 CONST \$142,000 0313000244	2013-14 101-0042 SHA 20.30.600.670	\$142,000
3 \$827,000 Sacramento Area Council of Governments SACOG 03-Sacramento	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) (This allocation combines 4 projects programmed in the 2013 STIP: PPNO 0L30 (Sacramento) for \$609,000, PPNO 1L53 (Sutter) for \$56,000, PPNO 0L37 (Yolo) for \$119,000, PPNO 0L41 (Yuba) for \$43,000.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	03-Various RIP / 13-14 CONST \$827,000 0313000251	2013-14 101-0042 SHA 20.30.600.670	\$827,000
4 \$148,000 Butte County Association of Governments BCAG 03-Butte	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	03-0L16 RIP / 13-14 CONST \$148,000 0313000263	2013-14 101-0042 SHA 20.30.600.670	\$148,000
5 \$569,000 Metropolitan Transportation Commission MTC 04-Various	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) (This allocation combines 9 projects programmed in the 2013 STIP: PPNO 2100 (Alameda) for \$118,000, PPNO 2118 (Contra Costa) for \$77,000, PPNO 2127 (Marin) for \$22,000, PPNO 2130 (Napa) for \$13,000, PPNO 2131 (San Francisco) for \$60,000, PPNO 2140 (San Mateo) for \$62,000, PPNO 2144 (Santa Clara) for \$138,000, PPNO 2152 (Solano) for \$36,000, PPNO 2156 (Sonoma) for \$43,000.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-Various RIP / 13-14 CONST \$569,000 0413000380	2013-14 101-0042 SHA 20.30.600.670	\$569,000
6 \$200,000 Transportation Authority of Marin MTC 04-Marin	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-Various RIP / 13-14 CONST \$200,000 0413000381	2013-14 101-0042 SHA 20.30.600.670	\$200,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Project 1)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(6) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS) Resolution FP-12-67				
7 \$696,000 Santa Clara Valley Transportation Authority MTC 04-Santa Clara	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-2255 RIP / 13-14 CONST \$696,000 0413000387	2013-14 101-0042 SHA 20.30.600.670	\$696,000
8 \$491,000 San Francisco County Transportation Authority MTC 04-San Francisco	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-2007 RIP / 13-14 CONST \$491,000 0413000388	2013-14 101-0042 SHA 20.30.600.670	\$491,000
9 \$430,000 Contra Costa Transportation Authority MTC 04-Contra Costa	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-2011O RIP / 13-14 CONST \$430,000 0413000389	2013-14 101-0042 SHA 20.30.600.670	\$430,000
10 \$353,000 San Mateo County Association of Governments MTC 04-San Mateo	Planning, Programming and Monitoring CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-2140A RIP / 13-14 CONST \$353,000 0413000391	2013-14 101-0042 SHA 20.30.600.670	\$353,000
11 \$192,000 Solano Transportation Authority MTC 04-Solano	Planning, Programming and Monitoring CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-2263 RIP / 13-14 CONST \$192,000 0413000392	2013-14 101-0042 SHA 20.30.600.670	\$192,000
12 \$373,000 Sonoma County Transportation Authority SCTA 04-Sonoma	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.) CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-0770E RIP / 13-14 CONST \$373,000 0413000393	2013-14 101-0042 SHA 20.30.600.670	\$373,000
13 \$69,000 Napa County Transportation Planning Agency MTC 04-Napa	Planning, Programming and Monitoring CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	04-1003E RIP / 13-14 CONST \$69,000 0413000394	2013-14 101-0042 SHA 20.30.600.670	\$69,000
14 \$45,000 Council of San Benito County Governments San Benito COG 05-San Benito	Planning, Programming and Monitoring CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT	05-2043 RIP / 13-14 CONST \$45,000 0513000149	2013-14 101-0042 SHA 20.30.600.670	\$45,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Project 1)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(6) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)			Resolution FP-12-67	
15 \$150,000 Santa Cruz County Regional Transportation Commission SCCTRC 05-Santa Cruz Added per N.Meaux 5/13/13	Planning, Programming and Monitoring	05-0921 RIP / 13-14 CONST \$150,000 0513000156	2013-14 101-0042 SHA 20.30.600.670	\$150,000
CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT				
16 \$275,000 San Luis Obispo Council of Governments SLOCOG 05-San Luis Obispo	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.)	05-0942 RIP / 13-14 CONST \$275,000 0512000173	2013-14 101-0042 SHA 20.30.600.670	\$275,000
CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT				
17 \$3,098,000 Los Angeles Metropolitan Transportation Agency LACMTA 07-Los Angeles	Planning, Programming and Monitoring	07-9001 RIP / 13-14 CONST \$3,098,000 0713000411	2013-14 101-0042 SHA 20.30.600.670	\$3,098,000
CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT				
18 \$1,445,000 Orange County Transportation Authority OCTA 12-Orange	Planning, Programming and Monitoring	12-2132 RIP / 13-14 CONST \$1,445,000 1213000181	2013-14 101-0042 SHA 20.30.600.670	\$1,445,000
CONTINGENT ON THE PASSAGE OF THE 2013 BUDGET ACT				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.9c.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION-
RESOLUTION SLP1B-A-1213-18**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution SLP1B-A-1213-18 originally approved on March 5, 2013.

ISSUE:

At its March 2013 meeting, the Commission approved Resolution SLP1B-A-1213-18 to allocate \$30,827,000 for 47 Proposition 1B State-Local Partnership Program (SLPP) projects. The attached revised vote list described the 47 SLPP projects. A technical correction is needed for Project 20-Willoughby Road Resurfacing, to revise the Project ID from "1113000096 to 1113000076" in the vote box on the Book Item Attachment, and for Project 21-Dogwood Road Resurfacing, to revise the Project ID from "1113000097 to 1113000077" in the vote box on the Book Item Attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached documents.

Attachment

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
1 \$71,000 Town of Truckee Nevada CTC 03-Nevada	Annual Slurry Seal. In Truckee on various roadways. (CEQA – CE, 11/26/2012.) (Contributions from other sources: \$399,000.) <u>Outcome/Output:</u> Slurry seal to provide a cost-effective means of significantly extending the life of the Town's roadways consistent with an adopted Pavement Maintenance Program.	SLPP/12-13 CONST \$71,000 0313000162	2012-13 104-6060 SLPP 20.30.210.200	\$71,000
2 \$613,000 City of San Mateo MTC 04-San Mateo	Road Rehabilitation – Various Locations. In the city of San Mateo at various locations. Remove and replace pavement section and sub-section as necessary, install storm system, replace depressed or broken curb, gutter and sidewalk, reinstall traffic striping and adjust manhole rim to grade. (CEQA – CE, 11/27/2012.) (Contributions from other sources: \$613,000.) <u>Outcome/Output:</u> This project will increase the service life of these streets for more than 15 years and the PCI for these segments will be increased from 30 to 100.	SLPP/12-13 CONST \$613,000 0413000260	2012-13 104-6060 SLPP 20.30.210.200	\$613,000
3 \$457,000 Town of Hillsborough MTC 04-San Mateo	Street Resurfacing – Various Locations. In the town of Hillsborough at various locations. AC overlay treatments on approximately 6.5 miles of roadways. (CEQA – CE, 12/19/2012.) (Contributions from other sources: \$957,106.) <u>Outcome/Output:</u> This project will improve traffic operations, reduce traffic accidents, and provide safe pedestrian access.	SLPP/12-13 CONST \$457,000 0413000261	2012-13 104-6060 SLPP 20.30.210.200	\$457,000
4 \$49,000 Town of Colma MTC 04-San Mateo	Hillside Boulevard Pavement. On Hillside Boulevard, between Serramonte Boulevard and the Town's southern limits with the City of San Francisco. Asphalt pavement rehabilitation by grinding existing pavement, overlay of asphalt concrete sections, and striping work. (CEQA – CE, 12/13/2012.) (Contributions from other sources: \$799,000.) <u>Outcome/Output:</u> This project will improve Hillside Boulevard and extend the useful life by more than 15 years. Travel time and fuel savings benefits are anticipated from these improvements.	SLPP/12-13 CONST \$49,000 0413000262	2012-13 104-6060 SLPP 20.30.210.200	\$49,000
5 \$375,000 San Luis Obispo County SLOCOG 05-San Luis Obispo	Willow Road Extension Mitigation. In Nipomo in south San Luis Obispo County. The project consists of approximately 4,000 acorns planting, irrigation system and a 7- year plant establishment. (Future Consideration of Funding – Resolution E-09-85, October 2009.) (Contributions from other sources: \$381,884.) <u>Outcome/Output:</u> The habitat creation project will plant over three thousand oak trees in order to mitigate adverse impacts to sensitive habitat during the construction of the Willow Road extension interchange.	SLPP/12-13 CONST \$375,000 0513000097	2012-13 104-6060 SLPP 20.30.210.200	\$375,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)			Resolution SLP1B-A-1213-18	
Projects off the State Highway				
6 \$1,454,000 Madera County Madera CTC 06-Madera	Avenue 9 Improvements. In Madera County, at the intersections of Avenue 9 & Road 36 and Avenue 9 and Road 35. Road rehabilitation and install left turn lanes. (CEQA – CE, 09/12/2012.) (Contributions from other sources: \$1,750,000.) <u>Outcome/Output:</u> Improvements will provide a turn lane to improve safety for left hand turns at two intersections along this highly traveled route and reduce wear and tear on traveling vehicles.	SLPP/12-13 CONST \$1,454,000 0613000140	2012-13 104-6060 SLPP 20.30.210.200	\$1,454,000
7 \$1,000,000 City of Bakersfield Kern COG 06-Kern	Mohawk Street Extension & Improvements. On Mohawk Street between Rosedale Highway and Siena Lane. Construction of a new two lane roadway with shoulders. (CEQA – CE, 11/15/2012.) (Contributions from other sources: \$1,393,000.) <u>Outcome/Output:</u> This project will reduce vehicle miles travelled, reduce congestion, and improve transportation connectivity.	SLPP/12-13 CONST \$1,000,000 0613000161	2012-13 104-6060 SLPP 20.30.210.200	\$1,000,000
8 \$965,000 City of Fresno COFCG 06-Fresno	Willow Avenue Widening. On the west side of Willow Avenue between Barstow and Escalon Avenue. Construct Class I multi-purpose bicycle and pedestrian trail. (Concurrent Consideration of Funding – Resolution E-13-19, March 2013.) (Contributions from other sources: \$965,000.) <u>Outcome/Output:</u> This project will improve traffic operations, reduce traffic accidents, and provide safe pedestrian access and improve circulation.	SLPP/12-13 CONST \$965,000 0613000166	2012-13 104-6060 SLPP 20.30.210.200	\$965,000
9 \$7,000,000 City of Corona RCTC 08-Riverside	Foothill Parkway Westerly Extension. In the city of Corona, from approximately 600 feet west of Skyline Drive to Green River Road. Construct new 4-lane roadway including landscaped medians, new traffic signals, and landscaping. (Future Consideration of Funding – Resolution E-12-70, December 2012.) (Contributions from other sources: \$16,518,000.) <u>Outcome/Output:</u> This project will construct two miles of new road to accommodate planned circulation needs and improving air quality by reducing congestion.	SLPP/12-13 CONST \$7,000,000 0813000097	2012-13 104-6060 SLPP 20.30.210.200	\$7,000,000
10 \$1,550,000 City of Indian Wells RCTC 08-Riverside	Highway 111 Improvements. On Highway 111, from Hospitality Row to Cook Street. Widen highway from four to six lanes, landscaped medians, new synchronized traffic signals, and protected traffic turn lanes. (Concurrent Consideration of Funding – Resolution E-13-13, March 2013.) (Contributions from other sources: \$1,550,000.) <u>Outcome/Output:</u> This project will widen 0.6 mile of roadway, eliminate a congestion chokepoint, and improve motorist and pedestrian safety.	SLPP/12-13 CONST \$1,550,000 0813000099	2012-13 104-6060 SLPP 20.30.210.200	\$1,550,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
11 \$1,302,000 San Bernardino County SANBAG 08-San Bernardino	Maple Lane Drainage and Slope Improvements. In the community of Sugarloaf near Big Bear Lake, on Maple Lane from 0.27 mile north of Baldwin Road to State Route 38. Drainage improvements to protect the roadway and existing utilities. (Concurrent Consideration of Funding – Resolution E-13-18, March 2013.) (Contributions from other sources: \$1,302,000.) <u>Outcome/Output:</u> This project will allow Maple Lane to continue as an emergency evacuation route for the mountain communities of Sugarloaf and Moonridge.	SLPP/12-13 CONST \$1,302,000 0813000094	2012-13 104-6060 SLPP 20.30.210.200	\$1,302,000
12 \$1,036,000 City of El Centro ICTC 11-Imperial	City of El Centro Street Rehabilitation. In the city of El Centro. Project will rehabilitate roadway segments of various city streets. (CEQA – CE, 10/17/2012.) (Contributions from other sources: \$1,036,000.) <u>Outcome/Output:</u> Rehabilitation of 11.33 lane-miles of local road will maximize mobility and accessibility for all people and goods in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability.	SLPP/12-13 CONST \$1,036,000 1112000187	2012-13 104-6060 SLPP 20.30.210.200	\$1,036,000
13 \$68,000 City of Westmoreland ICTC 11-Imperial	6th Street and G Street Pavement Rehabilitation. In the city of Westmoreland. Project will rehabilitate the roadway on 6 th street from N. Center Street to F Street and G Street from 7 th and 6 th Streets. (CEQA – CE, 10/09/2012.) (Contributions from other sources: \$68,000.) <u>Outcome/Output:</u> This project will mitigate the existing poor pavement and drainage conditions on the roadway. The rehabilitated road will improve traffic safety for the area.	SLPP/12-13 CONST \$68,000 1113000072	2012-13 104-6060 SLPP 20.30.210.200	\$68,000
14 \$161,000 City of Holtville ICTC 11-Imperial	Grape Avenue Improvements. At Grape Avenue, between 4 th and 5 th Street. Bicycle and pedestrian improvements. (CEQA – CE, 07/26/2012.) (Contributions from other sources: \$162,000.) <u>Outcome/Output:</u> This project will reduce hazards to motorists and pedestrians. The proposed project would also add new Class I bike lane facilities where currently none exists. This project will maximize mobility and accessibility for all people and good in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability for all people and good in the region. Preserve and ensure sustainability regionally.	SLPP/12-13 CONST \$161,000 1113000073	2012-13 104-6060 SLPP 20.30.210.200	\$161,000
15 \$133,000 City of Calipatria ICTC 11-Imperial	Lake Avenue Improvements. At Lake Avenue, between Elder Street and Bowles Road. Street rehabilitation. (CEQA – CE, 07/26/2012.) (Contributions from other sources: \$138,000.) <u>Outcome/Output:</u> This project will maximize mobility and accessibility for all people and good in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability for all people and good in the region. Preserve and ensure sustainability regionally.	SLPP/12-13 CONST \$133,000 1113000074	2012-13 104-6060 SLPP 20.30.210.200	\$133,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)			Resolution SLP1B-A-1213-18	
Projects off the State Highway				
16 \$625,000 City of Brawley ICTC 11-Imperial	Eastern Avenue Rehabilitation. At Eastern Avenue, between Jones Street and Malan Street. Reconstructions and rehabilitation. (CEQA – CE, 10/01/2012.) (Contributions from other sources: \$625,000.) <u>Outcome/Output</u> This project will reduce hazards to motorists and pedestrians. The proposed project would also add new Class I bike lane facilities where currently none exists. This project will maximize mobility and accessibility for all people and good in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability for all people and good in the region. Preserve and ensure sustainability regionally.	SLPP/12-13 CONST \$625,000 1113000075	2012-13 104-6060 SLPP 20.30.210.200	\$625,000
17 \$384,000 City of Imperial ICTC 11-Imperial	South N Street Reconstruction. On South N Street, between Barioni Boulevard and 5 th Street. Install 40 foot wide roadway, curb and gutter, and sidewalks. (CEQA – CE, 09/27/2012.) (Contributions from other sources: \$384,000.) <u>Outcome/Output:</u> This project will allow industrial users to have access to the southeast part of the City's town core.	SLPP/12-13 CONST \$384,000 1113000084	2012-13 104-6060 SLPP 20.30.210.200	\$384,000
18 \$400,000 City of Calexico ICTC 11-Imperial	Downtown Repaving – City of Calexico. Resurface approximately 3,800 feet of local road. (CEQA – CE, 10/07/2012.) (Contributions from other sources: \$400,000.) <u>Outcome/Output:</u> This project will provide safe driving conditions and improve traffic safety for all users on the collector arterials.	SLPP/12-13 CONST \$400,000 1113000088	2012-13 104-6060 SLPP 20.30.210.200	\$400,000
19 \$515,000 City of Calexico ICTC 11-Imperial	5th Street Repaving. In the city of Calexico, on 5 th Street between Highway 111 and Heber Avenue. Repave existing pavement, replace sidewalk, curb, and gutter. (CEQA – CE, 10/07/2012.) (Contributions from other sources: \$515,000.) <u>Outcome/Output:</u> This project will greatly improve traffic safety and mobility and accessibility for all users in the area.	SLPP/12-13 CONST \$515,000 1113000089	2012-13 104-6060 SLPP 20.30.210.200	\$515,000
20 \$650,000 Imperial County ICTC 11-Imperial	Willoughby Road Resurfacing. From Dogwood Road to Clark Road. Street Resurfacing. (CEQA – CE, 11/06/2012.) (Contributions from other sources: \$650,000.) <u>Outcome/Output:</u> This project will maximize mobility and accessibility for all people and good in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability for all people and good in the region. Preserve and ensure sustainability regionally.	SLPP/12-13 CONST \$650,000 1113000096 1113000076	2012-13 104-6060 SLPP 20.30.210.200	\$650,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
21 \$901,000 Imperial County ICTC 11-Imperial	Dogwood Road Resurfacing. In the county of Imperial. Project will consist of full depth reclamation of approximately 0.5 mile of roadway with the Herber Townsite. The entire 3 mile length of the project will include a 3 inch overlay of asphalt concrete. (CEQA – CE, 0820/2012.) (Contributions from other sources: \$901,000.) <u>Outcome/Output:</u> This project will maximize mobility and accessibility for all people and good in the region by removing potholes and cracks and creating smoother driving surface. Ensure travel safety and reliability for all people and good in the region. Preserve and ensure sustainability regionally.	SLPP/12-13 CONST \$901,000 4443000097 1113000077	2012-13 104-6060 SLPP 20.30.210.200	\$901,000
22 \$1,551,000 City of Santa Ana OCTA 12-Orange	Broadway and McFadden Avenue Rehabilitation. On Broadway from Civic Center Drive to 700 feet north of Santa Clara Avenue and McFadden Avenue from Newhope Street to Euclid Street. Rehabilitate asphalt concrete roadway, including replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 12/05/2012.) (Contributions from other sources: \$2,213,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facilities and increase the useful life of 1.7 miles of roadway.	SLPP/12-13 CONST \$1,551,000 1200000559	2012-13 104-6060 SLPP 20.30.210.200	\$1,551,000
23 \$571,000 City of Buena Park OCTA 12-Orange	La Palma Avenue Rehabilitation. On La Palma Avenue, from Beach Boulevard to the east city limits. Rehabilitate the asphalt concrete roadway, including reconstructing curb ramps, curb and gutter, sidewalk and adjusting utilities to grade. (CEQA – CE, 05/03/2012.) (Contributions from other sources: \$571,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 5-lane and 6-lane facilities and increase the useful life of 1.1 miles of roadway.	SLPP/12-13 CONST \$571,000 1200020085	2012-13 104-6060 SLPP 20.30.210.200	\$571,000
24 \$318,000 City of Aliso Viejo OCTA 12-Orange	Aliso Creek Road Rehabilitation. On Aliso Creek Road from Pacific Park Drive to Enterprise. Rehabilitate asphalt concrete roadway including the modification of traffic signals, traffic signal detection loops, pavement striping and markers, and adjusting utilities to grade. (CEQA – CE, 07/12/2012.) (Contributions from other sources: \$373,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 0.4 mile of roadway.	SLPP/12-13 CONST \$318,000 1200020092	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
25 \$479,000 City of Lake Forest OCTA 12-Orange	Lake Forest Drive & Rockfield Boulevard Resurfacing. On Lake Forest Drive, from Dimension Drive to Rancho Parkway and on Rockfield Boulevard, from Lake Forest Drive to El Toro Road. Rehabilitate asphalt concrete roadway including the replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 05/25/2012.) (Contributions from other sources: \$556,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.7 miles of roadway.	SLPP/12-13 CONST \$479,000 1200020139	2012-13 104-6060 SLPP 20.30.210.200	\$479,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
26 \$318,000 City of Los Alamitos OCTA 12-Orange	Business Area Street Improvements. In the Cerritos business area, on various local commercial and arterial streets. Rehabilitate asphalt concrete roadway and adjusting utilities to grade. (CEQA – CE, 01/07/2013.) (Contributions from other sources: \$318,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 2-lane and 4-lane arterial facilities to increase the useful life of 2.17 miles of roadway.	SLPP/12-13 CONST \$318,000 1200020140	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
27 \$396,000 City of Fountain Valley OCTA 12-Orange	Brookhurst Street Improvements. On Brookhurst Street, from Slater Avenue to Warner Avenue. Rehabilitate asphalt concrete roadway, including the replacement of curb and gutter, sidewalk, curb ramps, and adjusting utilities to grade. (CEQA – CE, 07/03/2012.) (Contributions from other sources: \$536,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 6-lane facility and increase the useful life of 0.5 mile of roadway.	SLPP/12-13 CONST \$396,000 1200020304	2012-13 104-6060 SLPP 20.30.210.200	\$396,000
28 \$362,000 City of Brea OCTA 12-Orange	Lambert Road Rehabilitation #2. On Lambert Road from Tamarack Avenue to State College Boulevard. Rehabilitate asphalt concrete roadway, including the construction of ADA-compliant curb ramps, and adjusting utilities to grade. (CEQA – CE, 10/19/2012.) (Contributions from other sources: \$362,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 6-lane facility and increase the useful life of 1.0 mile of roadway.	SLPP/12-13 CONST \$362,000 1213000047	2012-13 104-6060 SLPP 20.30.210.200	\$362,000
29 \$252,000 Orange County OCTA 12-Orange	Skyline Drive Reconstruction. On Skyline Drive, from Apsley Road/Equestrian Drive to Cowan Heights Drive. Reconstruct the asphalt concrete roadway including the replacement of curb ramps, curb, and gutter and adjusting utilities to grade. (CEQA – CE, 12/05/2012.) (Contributions from other sources: \$478,000.) <u>Outcome/Output:</u> This project will reconstruct the existing 2-lane facility and increase the useful life of 0.25 mile of roadway.	SLPP/12-13 CONST \$252,000 1213000048	2012-13 104-6060 SLPP 20.30.210.200	\$252,000
30 \$158,000 Orange County OCTA 12-Orange	Dale Street Reconstruction. On Dale Street, from the Orange County Flood Control District Channel (OCFDC) to Orangewood Avenue. Reconstruct the asphalt concrete roadway including the construction of ADA compliant curb ramps. (CEQA – CE, 12/05/2012.) (Contributions from other sources: \$158,000.) <u>Outcome/Output:</u> This project will reconstruct the existing 2-lane facility and increase the useful life of 0.4 mile of roadway.	SLPP/12-13 CONST \$158,000 1213000049	2012-13 104-6060 SLPP 20.30.210.200	\$158,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
31 \$764,000 Orange County OCTA 12-Orange	La Colina Drive Pavement Rehabilitation. On La Colina Drive, from approximately 140 feet east of Wedgewood Circle to the east Orange County Limits. Reconstruct the asphalt concrete shoulders and replace drainage facilities. (CEQA – CE, 12/05/2012.) (Contributions from other sources: \$915,000.) <u>Outcome/Output:</u> This project will reconstruct the existing 2-lane facility and increase the useful life of 0.87 mile of roadway.	SLPP/12-13 CONST \$764,000 1213000050	2012-13 104-6060 SLPP 20.30.210.200	\$764,000
32 \$168,000 City of Cypress OCTA 12-Orange	Cerritos Avenue East Widening. On the south side of Cerritos Avenue from Walker Street to Angela Avenue. Widen to three-though lanes including the replacement of curb ramps, curb and gutter, sidewalk, construction of a retaining wall, and adjusting utilities to grade. (CEQA – CE, 07/19/2012.) (Contributions from other sources: \$210,000.) <u>Outcome/Output:</u> This project will widen 0.2 mile of existing roadway to relieve traffic congestion.	SLPP/12-13 CONST \$168,000 1213000051	2012-13 104-6060 SLPP 20.30.210.200	\$168,000
33 \$180,000 City of Cypress OCTA 12-Orange	Valley View Street Rehabilitation. On Valley View Street from Stanton Channel to Katella Avenue and on Lincoln Avenue from Moody Street to Walker Street. Rehabilitate asphalt concrete roadway and adjusting utilities to grade. (CEQA – CE, 09/26/2012.) (Contributions from other sources: \$222,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane and 6-lane facility and increase the useful life of 1.0 mile of roadway	SLPP/12-13 CONST \$180,000 1213000052	2012-13 104-6060 SLPP 20.30.210.200	\$180,000
34 \$842,000 City of Garden Grove OCTA 12-Orange	Local Road Rehabilitation. In the city of Garden Grove, on Garden Grove Boulevard, Westminster Avenue, and Chapman Avenue. Rehabilitate asphalt concrete roadway, including the replacement of curb and gutter, sidewalk, installing traffic detector loops, pavement striping and markings, and adjusting utilities to grade. (CEQA – CE, 05/30/2012.) (Contributions from other sources: \$1,736,400.) <u>Outcome/Output:</u> This project will rehabilitate the existing 6-lane facility and increase the useful life of 1.13 miles of roadway.	SLPP/12-13 CONST \$842,00 1213000056	2012-13 104-6060 SLPP 20.30.210.200	\$842,000
35 \$314,000 City of La Habra OCTA 12-Orange	Idaho Street Rehabilitation. On Idaho Street, from Lambert Road to Imperial Highway. Rehabilitate asphalt concrete roadway, including the correction of drainage deficiencies and adjusting utilities to grade. (CEQA – CE, 11/01/2012.) (Contributions from other sources: \$314,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 0.42 mile of roadway.	SLPP/12-13 CONST \$314,000 1213000060	2012-13 104-6060 SLPP 20.30.210.200	\$314,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
36 \$318,000 City of La Palma OCTA 12-Orange	La Palma Avenue Road Rehabilitation. On La Palma Avenue, from the west city limits to Valley View Street. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 11/21/2012.) (Contributions from other sources: \$318,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.5 miles of roadway.	SLPP/12-13 CONST \$318,000 1213000061	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
37 \$413,000 City of Laguna Niguel OCTA 12-Orange	La Paz Road Rehabilitation. On La Paz Road, from Kings Road to Aliso Creek Road. Rehabilitate asphalt concrete roadway, including the replacement of curb and gutter and adjusting utilities to grade. (CEQA – CE, 11/07/2012.) (Contributions from other sources: \$413,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.25 miles of roadway.	SLPP/12-13 CONST \$413,000 1213000064	2012-13 104-6060 SLPP 20.30.210.200	\$413,000
38 \$293,000 City of Laguna Woods OCTA 12-Orange	El Toro Road Reconstruction. In the city of Laguna Woods, on El Toro Road from Calle Sonora to 900 feet west of Moulton Parkway. Repave roadway and construct ADA-compliant curb ramps. (CEQA – CE, 09/21/2012.) (Contributions from other sources: \$298,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing six-lane roadway and increase the useful life of 0.3 mile of roadway.	SLPP/12-13 CONST \$293,000 1213000082	2012-13 104-6060 SLPP 20.30.210.200	\$293,000
39 \$318,000 City of San Clemente OCTA 12-Orange	Camino De Los Mares Rehabilitation. On Camino De Los Mares from Avenida Vaquero to Camino Vera Cruz. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter and adjusting utilities to grade. (CEQA – CE, 07/11/2012.) (Contributions from other sources: \$1,082,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.07 miles of roadway.	SLPP/12-13 CONST \$318,000 1213000096	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
40 \$1,036,000 City of Orange OCTA 12-Orange	Jamboree Road Rehabilitation. On Jamboree Road, from the south city limits to Chapman Avenue. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 11/08/2012.) (Contributions from other sources: \$1,036,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.3 miles of roadway.	SLPP/12-13 CONST \$1,036,000 1213000107	2012-13 104-6060 SLPP 20.30.210.200	\$1,036,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
41 \$318,000 City of San Juan Capistrano OCTA 12-Orange	Local Streets Rehabilitation. On various local streets in the city of San Juan Capistrano. Reconstruct the asphalt concrete roadway including the replacement of curb ramps and adjusting utilities to grade. (CEQA – CE, 11/20/2012.) (Contributions from other sources: \$486,000.) <u>Outcome/Output:</u> This project will reconstruct the existing 2-lane facility and increase the useful life of 0.4 mile of roadway.	SLPP/12-13 CONST \$318,000 1213000108	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
42 \$318,000 City of Seal Beach OCTA 12-Orange	Arterial and Local Streets Road Rehabilitation. On various arterial and local streets. Rehabilitate asphalt concrete roadway and adjusting utilities to grade. (CEQA – CE, 11/09/2012.) (Contributions from other sources: \$337,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 2-lane facility and increase the useful life of 1.35 miles of roadway.	SLPP/12-13 CONST \$318,000 1213000109	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
43 \$318,000 City of Stanton OCTA 12-Orange	Citywide Street Rehabilitation. On various arterial and local streets throughout the city. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 06/19/2012.) (Contributions from other sources: \$318,000.) <u>Outcome/Output:</u> This project will rehabilitate and increase the useful life of 1.5 miles of roadway.	SLPP/12-13 CONST \$318,000 1213000110	2012-13 104-6060 SLPP 20.30.210.200	\$318,000
44 \$200,000 City of Tustin OCTA 12-Orange	Newport Avenue Bicycle Trail Reconstruction. On Newport Avenue from Main Street to Irvine Boulevard. Reconstruct the existing asphalt concrete Class I bicycle trail with concrete, constructing sidewalks, landscaping, and ADA-compliant curb ramps. (CEQA – CE, 08/17/2012.) (Contributions from other sources: \$200,000.) <u>Outcome/Output:</u> This project will reconstruct 0.45 mile of existing bike trail to provide a safer and smoother riding surface.	SLPP/12-13 CONST \$200,000 1213000111	2012-13 104-6060 SLPP 20.30.210.200	\$200,000
45 \$35,000 City of Tustin OCTA 12-Orange	Enderle Center Drive and Vandenberg Lane Intersections Improvements. At the intersection of Enderle Center Drive and Vandenberg Lane. Construct a raised planter island on the south side of the tee-intersection with raised curb, landscaping and irrigation, and ADA-compliant curb ramps. (CEQA – CE, 08/17/2012.) (Contributions from other sources: \$103,000.) <u>Outcome/Output:</u> This project will provide increased awareness and safety at the intersections to reduce traffic accidents.	SLPP/12-13 CONST \$35,000 1213000112	2012-13 104-6060 SLPP 20.30.210.200	\$35,000

2.5 Highway Financial Matters

Technically Corrected October 8, 2013
(Projects 20 and 21)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-18	
46 \$358,000 City of Tustin OCTA 12-Orange	Irvine Boulevard and McFadden Avenue Rehabilitation. On McFadden Avenue from Mantle Lane to Pasadena Avenue and on Irvine Boulevard from Prospect Avenue to Holt Avenue. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter, and adjusting utilities to grade. (CEQA – CE, 08/17/2012.) (Contributions from other sources: \$469,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 4-lane facility and increase the useful life of 1.05 miles of roadway.	SLPP/12-13 CONST \$358,000 1213000113	2012-13 104-6060 SLPP 20.30.210.200	\$358,000
47 \$520,000 City of Westminster OCTA 12-Orange	Brookhurst Street and Various Street Improvements. On Brookhurst Street and various residential streets. Rehabilitate asphalt concrete roadway, including the replacement of curb ramps, curb and gutter, sidewalk, and adjusting utilities to grade. (CEQA – CE, 06/28/2012.) (Contributions from other sources: \$692,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing 6-lane facility and increase the useful life of 0.4 miles of roadway.	SLPP/12-13 CONST \$520,000 1213000115	2012-13 104-6060 SLPP 20.30.210.200	\$520,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.2c.(7)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Katrina Pierce
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING**
08-SBd-58; PM 22.2/31.1
RESOLUTION E-13-80

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-13-80.

ISSUE:

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route 58 (SR 58) in San Bernardino County. Widen a portion of SR 58 from two lanes to four lanes in and near the town of Hinkley. (PPNO 0217F)

This project in San Bernardino County will widen a portion of State Route 58 from two lanes to four lanes in and near the town of Hinkley. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost is \$194,925,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 State Transportation Improvement Program.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include: visual, community impacts, land use, farmlands, noise, paleontology, water quality and stormwater runoff, hazardous waste, geology and soils, and biological resources. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures with the exception of community impacts, specifically community character/cohesion, which has been determined to be an unavoidable significant environmental effect. As a result, a Final Environmental Impact Report was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

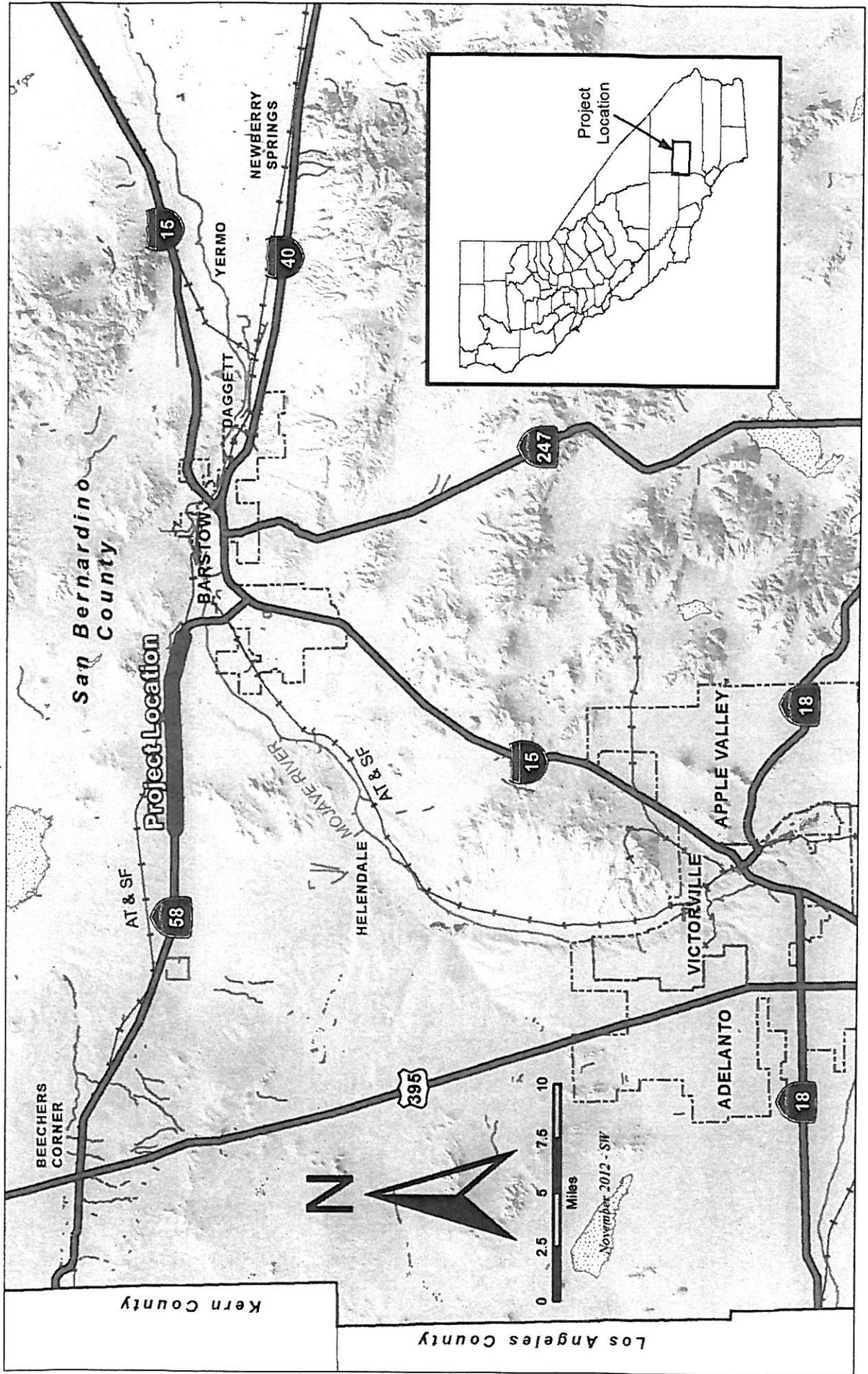
Resolution for Future Consideration of Funding

08-SBd-58, PM 22.2/31.1

Resolution E-13-80

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 58 (SR 58) in San Bernardino County. Widen a portion of SR 58 from two lanes to four lanes in and near the town of Hinkley. (PPNO 0217F)
- 1.2 WHEREAS**, the Department has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 WHEREAS**, the project will have a significant effect on the environment.
- 1.5 WHEREAS**, a Statement of Overriding Considerations was prepared; and
- 1.6 WHEREAS**, Findings were made pursuant to the State CEQA Guidelines; and
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

Project Location Map



FINAL ENVIRONMENTAL IMPACT REPORT FINDINGS—IN ACCORDANCE WITH CEQA

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE STATE ROUTE 58 (SR-58) HINKLEY EXPRESSWAY PROJECT LOCATED IN HINKLEY, CA IN THE COUNTY OF SAN BERNARDINO

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the FEIR prepared for Caltrans' State Route 58 Hinkley Expressway Project as resulting from the project.

1.0 Community Cohesion/Character

Adverse Environmental Effects:

As discussed in sub-section 3.4.5.2 of the June 2013 FEIR:

Alternative 2 would realign SR-58 approximately 0.5 mile south of the existing roadway. Access to the future SR-58 alignment in the project area would be limited to major roadways with adequate exit spacing, as advised by the *Highway Capacity Manual*; these include Hinkley and Lenwood Roads. Cul-de-sacs would be added to the south ends of local streets that currently intersect with Frontier Road between Valley View Road and Hinkley Road, eliminating direct access to this alignment. These improvements are required as safety measures.

As a result of the changes to the SR-58 alignment and local roadways, some properties would no longer have direct access to SR-58, but would still have access to SR-58 and other areas of Hinkley via other routes. This would result in longer distances traveled for some local residents to access the realigned SR-58 (greater than 0.3 mile) compared to the current access routes for residents living along ten of the 13 roadways that currently intersect SR-58.

The project would provide improvement in safety, traffic operations, and congestion. Pedestrian design features would be incorporated where appropriate and feasible, including providing sidewalks at the Lenwood and Hinkley overcrossings, striping all crosswalks, and constructing curb ramps at intersections. Therefore, while Alternative 2 would result in changes to pedestrian access and movement, impacts would be minimized with the implementation of pedestrian design features.

Under Alternative 2, SR-58 would be realigned approximately 0.5 mile south of its existing location. Existing zoned land uses in the area where this alignment would occur

are residential and rural living; thus, this alternative would introduce a highway through an area where no major roadways currently exist, creating a new barrier that would inhibit access between areas north and south of the new alignment. While the new roadway alignment would generally avoid residential areas of the Hinkley community, compared to Alternatives 3 and 4—including the mobile home park located along the existing SR-58 roadway, as well as the residential clusters located south of the existing SR-58 roadway, which include homes along Flower Street—property acquisitions and associated removal of residential and nonresidential structures, and residential relocations would occur under this alternative. This alternative would result in the displacement and relocation of 16 residential units and two agricultural operations occurring on the same sites as single-family residential units; the mobile home park and central area of the community would be avoided.

Alternative 2 would function as a bypass of community facilities by avoiding the central area of the community. Alternative 2 would skirt the southern edge of the community. Impacts on businesses in Hinkley would be expected, as motorists/truckers/regional travelers would be less likely to stop in the community. Speeds on the new facility would be higher (with a design speed of 70 mph), and many travelers may choose not to stop. Such bypass impacts would be expected to be slightly less severe for the other two alternatives since they pass through the central area of the community.

The new intersection with Hinkley Road would bisect a small cluster of residences that currently form a cohesive unit. This type of physical disruption would also occur along Mountain View Road, where two to three homes appear to be cohesively interlinked.

As it relates to community cohesion overall, however, Alternative 2 has less impacts than Alternatives 3 and 4 since this alignment would avoid more residential areas of the Hinkley community. Nevertheless, the addition of a major facility through the desert landscape would impact the rural, community character of the study area by adding an urbanizing element where currently none exists; therefore, potentially substantial impacts would result.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.4.5.3 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

CI-1: A Construction Management Plan and a Transportation Management Plan would be prepared for the project and include coordination efforts that would inform the community about project activities, maintain access to and from the project area during construction, minimize construction-period traffic, control glare, dust, and noise (see Section 3.3, Farmland; Section 3.5, Utilities; Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities; Section 3.7, Visual/Aesthetics; Section

3.14, Air Quality; and Section 3.15, Noise and Vibration). Measures to minimize construction impacts in these sections, also apply to minimizing permanent community cohesion/character impacts.

CI-2: Pedestrian design features shall be incorporated wherever feasible on the relinquished portion of SR-58, including providing sidewalks along the Lenwood and Hinkley overcrossings, striping all crosswalks, and constructing curb ramps at all new intersections.

CI-3: To address bypass impacts, during Final Design, Caltrans will coordinate with the community and County regarding the possibility of placing a *Welcome* sign at both ends of the expressway with brief information encouraging visitors to visit services offered in Hinkley.

CI-4: During Final Design and Construction, every effort will be made to further minimize the amount of right of way needed for the facility, and to further minimize community and environmental impacts in accordance with Directors Policy Number DP-22: Context Sensitive Solutions.

CI-5: For permanent impacts to community character, Visual Measures AES-1 through AES-8; and Farmland Measures FA-1 through FA-4 are also designed to minimize impacts.

2.0 Relocations

Adverse Environmental Effects:

As discussed in sub-section 3.4.5.2 and sub-section 3.4.6.3 in the June 2013 FEIR:

The replacement area for residents requiring relocation as a result of this alternative would be the general community of Hinkley and extend to the city of Barstow, which is immediately adjacent to the displacement area. Changes in commute distances and the availability of services associated with relocated residents would depend on where residents are relocated. Currently, within the project area there are numerous groundwater monitoring wells and treatment wells. Groundwater is contaminated in the area generally between Summerset Road and Mountain View Road in the area of the project and would affect any of the build alternatives as this impacts the availability of relocation resources.

A Draft Relocation Impact Report (DRIR) (Caltrans 2010b) and Final Relocation Impact Report (FRIR) (for Alternative 2 only) (Caltrans 2013a) were prepared for the project to determine impacts related to the acquisition of properties and displacement of residents and/or businesses in the project area as a result of each of the alternatives. The DRIR and FRIR identified a replacement area for the displaced resources. The replacement area is the area immediately adjacent to the displacement area and extends to include all of zip codes 92347 and 92311. In other words the replacement area includes unincorporated parts of San Bernardino County surrounding Hinkley as well as the city of Barstow, which is located ten to 14 miles away from the community of Hinkley.

Under Alternative 2, 28 parcels would be fully acquired, and 65 parcels would be partially acquired. Under this alternative, 16 residential properties would be displaced, which would

require the relocation of residences and two agricultural operations. The residential units that would require relocation include eight owner-occupied single-family homes, seven tenant-occupied single-family homes, and one mobile home. Nearly all of the displaced properties would occur as a result of physical alterations to the SR-58 facility or related alterations to adjacent roadways; the exception is one property to the south of the western end of the alignment (APN 0496-131-12), which would be acquired due to Alternative 2 making the property inaccessible.

According to the FRIR prepared for Alternative 2, the current housing market in the area (within zip codes 92347 and 92311 which includes the city of Barstow) has sufficient ability to absorb the displacement of all owner-occupied residential units requiring relocation under the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. The term “able to absorb” means that there are sufficient homes in the area available to allow for relocation of displaces. Per the Relocation Assistance Program (see Appendix C), *[r]esidential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.* The immediate relocation resource area may lack existing adequate resources to absorb displaced mobile homes and rental housing; however, there are several options available to displacees, including the use of last resort housing, relocation to multi-family rental units in nearby communities such as Barstow and Victorville, or into single-family residences that are available throughout the relocation resource area. Because there would be no large-scale displacements involved under this alternative, the available replacement resources would be adequate.

The agricultural operations that would be displaced under Alternative 2 include one livestock operation (APN 0497-231-01) and one farming operation (APN 0497-192-16), both of which occur on the same parcels as residential units. The surrounding area is anticipated to be able to absorb the displacement of the agricultural operations.

The number of staff needed to adequately relocate displacees would be minimal, and the time to conduct the relocation process is estimated to be approximately six to 12 months. The additional lead time for relocations has been identified to relocate difficult displacements such as dairies and livestock operations.

Since the surrounding area has the potential to absorb the displacement of non-residential uses under this alternative, no potentially substantial business, employment, economic-and/or farm-related impacts are anticipated to occur. As it relates to residential relocations, however, adverse impacts may occur. Although the number of displacees under Alternative 2 would be substantially less than those required under Alternatives 3 and 4, this relocation means that residents may have to move distances of ten miles or greater from their current locations. Because of the rural character and size of the community, in addition to the distance away from friends and neighbors, Alternative 2 may have substantial impacts.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.4.7.2 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

CI-4: During Final Design and Construction, every effort will be made to further minimize the amount of right of way needed for the facility, and to further minimize community and environmental impacts in accordance with Directors Policy Number DP-22: Context Sensitive Solutions.

CI-6: All relocation activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. A business survey will be conducted to assist with the relocation of any businesses that are displaced. Relocation resources will be available to all displaced without discrimination.

CI-7: For impacts to agricultural business and dairies, every effort will be made during Final Design and Construction to minimize impacts to these, in an effort to allow them to continue operation with as little disruption as possible.

3.0 Visual/Aesthetic

Adverse Environmental Effects:

Under Alternative 2, the Preferred Alternative, residents located close to the northern side of the alignment may have potentially substantial adverse effects to their southern-facing views because a highway and interchange would be introduced where none currently exists. The neighborhood in Key Observation Point 3 (located north of SR-58 on the corner of Hinkley Road and Acacia Street, looking south toward the planned SR-58/Hinkley Road interchange), and a number of rural homes, may experience potentially substantial adverse impacts to their northern views because the interchange would dominate their mid-ground view. The neighborhood in Key Observation Point 6 (a southern view of the Alternative 2 alignment from Hillview Road at Frontier Road on the western side of the project) would experience moderately adverse impacts to the south, because the view shed would include the new highway alignment.

Residents, businesses, and community facilities would experience impacts ranging from moderate to no-impact based on their respective distance from the alignment. The northern views would remain intact for most viewers.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in section 3.7.4 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

- **AES-1:** All lighting used for the project will be directional, directing light to the highway facility and away from homes and habitats to minimize glare (directional lighting) impacts to the night sky, and to minimize affecting background sky views. Glare (directional lighting) shields would be used.
- **AES-2:** Detention basins and bioswales will be designed and addressed as visually integrated elements of the landscape planting. Contour grading of basins will minimize the visual impact by blending with the surrounding natural landscape features.
- **AES-3:** Bridge structures shall be pigmented an earth tone that is compatible with the native soil color within the project limits to mitigate visual impacts.
- **AES-4:** Native plantings shall be used to minimize the visual impact of the highway and associated detention basins. Drought tolerant native trees and shrubs will be planted at appropriate locations, especially near the drainage basins, and at the two proposed interchanges to soften the structures. These interchanges would become the gateways into the community, and will be landscaped to mitigate visual impacts. Inert materials will also be considered where appropriate to beautify these areas and reduce erosion and to mitigate visual impacts.
- **AES-5:** The berm located on the west side of the project area shall be graded and vegetated to reflect the natural terrain to mitigate visual impacts.
- **AES-6:** Where possible, concrete drainage ditches would be avoided in favor of soft-bottom ditches to reduce urbanizing elements, and to encourage infiltration and vegetation growth to minimize visual impacts. Where required, concrete ditches will be pigmented to blend with adjacent soil to mitigate visual impacts.
- **AES-7:** Erosion Control: all disturbed soil areas will be treated with erosion control measures, including seeding with native plant/native grass seeds to minimize visual impacts. The measures identified in GEO-2 (#6, Erosion) will be incorporated in conjunction with implementing this measure:
 - **GEO-2(6): Erosion.**
 - **GEO-2(6a):** Vegetate and mulch the slope surface and include the use of erosion protection coverings. Specifications would require the embankment construction to be done in phases, with completed slopes covered following each phase of grading. The Preliminary Geotechnical Report defers to the District Landscape Architect for techniques, specifications, and materials in vegetating slopes.
 - **GEO-2(6b):** Time the embankment construction to minimize soil exposure. Precipitation is a key factor in slope erosion. If possible, it would be best not to perform embankment construction during the relatively wet season.

Embankment could be constructed during late spring to early summer months and vegetated/mulched prior to the rainy season.

- **GEO-2(6c):** Divert runoff away from slope surface. Use a combination of pavement cross-slope and AC dikes to prevent flow over the toe of the slope.
- **GEO-2(6d):** Roughen the slope surface by applying salvaged topsoil (with vegetation) from the clearing and grubbing operation. This would reduce the runoff velocity and enhance the growth of native vegetation.
- **GEO-2(6e):** Armor the slope using rock fragments derived from blasting/cutting the cut slopes section on the west side of the proposed alignment.
- **GEO-2(6f):** Build “zoned” embankments such that the sides of the embankments are equipment width “shells” of rock fill derived from cutting the hard rock segments of the projects.
- **AES-8:** To address impacts relating to cohesion/rural character, and the bisecting of the community by the facility, design efforts will be made to minimize the visual impact by providing linkage across the facility, such as sidewalks on the interchanges, to encourage pedestrians, and bicyclists in the community, to cross the facility.
- **AES-9:** The Construction Management Plan will include efforts to minimize visual impacts to the community to the extent feasible.
- **AES-10:** The Transportation Management Plan will include efforts to minimize visual impacts to the community to the extent feasible.

4.0 Cultural Resources

Adverse Environmental Effects:

The First Supplemental HPSR prepared for the Preferred Alternative evaluated one historic property within the Alternative 2 footprint that would be impacted. Archaeological investigation and research of CA-SBR-15103/H was performed during Phase II testing and evaluation. CA-SBR-15103/H consists of a multi-component site consisting of a sparse historical refuse deposit (identified as Locus A) and an intact prehistoric artifact and feature deposit (identified as Locus B). Locus A includes a scatter of historical domestic refuse, consisting of ferrous metal objects, ceramics, glass, wood, and other items, that most likely dates to the mid-twentieth century. Locus B contains a small, moderately diverse concentration of artifacts and ecofacts of variable density deposited within fluvial deposits derived from the Mojave River. CA-SBR-15103/H was evaluated and determined to be a NRHP-eligible historic property under Criterion D, as it has yielded information important to prehistory and has the potential to yield additional information.

This historic property measures approximately 90 meters east-west by 38 meters north-south and is located entirely within the existing State right of way in the area of direct impact of the Project APE. Construction activities would result in ground disturbance

and grading activities that will result in the permanent removal of the property from its historic location, resulting in the Finding of Adverse Effect. Because the eligibility determination for CA-SBR-15103/H is based on what important information in prehistory or history this resource has yielded or may be likely to yield, and the DRP will result in recovering an adequate sample of the site's archaeological data to realize the information potential of this resource, the goal of resolving a finding of substantial adverse change would be achieved via implementation of the DRP. While the MOA is prepared for compliance with Section 106 of the NHPA, the stipulations of the MOA will serve as mitigation measures under CEQA.

Avoidance, minimization, and mitigation measures will be outlined in the Memorandum of Agreement (MOA), which will include a Data Recovery Plan (DRP). The measures in the DRP will be standard for mitigating an adverse effect to this type of historic property, and will reflect input from the participating Native American Tribe. The Native American Tribe has been actively engaged with Caltrans during Phase II testing at the site and a number of meetings have been held to discuss Tribal concerns and Caltrans' planned mitigation. The Tribe has positively responded to cultural resources compliance approaches. Full execution of the MOA for the SR-58/Hinkley Expressway Project will be obtained prior to the signature approval of the Record of Decision (ROD).

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.8.4 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project. Avoidance and minimization measures CR-1 and CR-2 would address any unanticipated discoveries during construction.

- **CR-1:** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- **CR-2:** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact the District 8 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

Based on SHPO's concurrence with Caltrans' findings in the First Supplemental HPSR and Finding of Adverse Effect, the following Avoidance, Minimization, and/or Mitigation measures CR-3 through CR-5 for the project are included in this Final EIR/EIS to address adverse effects to CA-SBR-15103/H.

- **CR-3:** All provisions from the MOA and DRP for this project will be implemented.
- **CR-4a:** Prior to construction, buried site testing will be performed to further define the boundaries of the "sensitive areas." The buried site testing will include a geo-archaeological analysis of the potential for the presence of buried subsurface deposits.
- **CR-4b:** An Osteologically-Trained Archaeological Monitor(s) shall be present during all ground disturbing construction activities in sensitive areas, which will be defined after the buried site testing and before completion of final design. In the event that additional cultural deposits are uncovered during construction operations, the archaeological monitor shall be empowered to halt or divert work in the vicinity of the find until the archaeologist is able to determine the nature and the significance of the discovery.
- **CR-5:** A Native American monitor(s) shall be present during all ground disturbing construction activities in sensitive areas, which will be defined before completion of final design.

5.0 Paleontology

Adverse Environmental Effects:

The following was determined to be applicable for all three of the studied Build Alternatives, including the Preferred Alternative, Alternative 2.

The study area for paleontology covers an area within the northwestern corner of the Mojave Desert and the adjacent ancient shoreline of Lake Harper. The area is defined as such due to the project's proximity to the Mojave River and Lake Harper, which in antiquity were most likely to deposit alluvial sediments increasing the chance of recovering fossils in the present day. Permanent impacts under any of the build alternatives would be expected to be indiscernible and impacts are therefore discussed collectively.

The fact that no fossils were observed during the paleontological reconnaissance is typical since most fossils are subsurface. Existing fossil localities nearby in the same rock units present within the Project Study Area have produced significant vertebrate paleontological resources. On this basis, the Quaternary older alluvium has a high sensitivity or potential to produce significant fossils. This sensitivity increases with increasing depth below the ground surface. In addition, some areas mapped as Quaternary (younger) alluvium are underlain by older alluvium that may be affected by deep excavations. Therefore, all three alternatives would have a less-than-significant impact with mitigation on paleontological resources.

The greatest potential impacts occur near the west end of the project area and between Valley Wells and Summerset roads in Hinkley, because they are closest to the Mojave River and

Harper Lake. The rest of the route consists of younger formations that may overly older fossiliferous sediments.

A Paleontological Mitigation Plan would be required and shall be completed during final project design.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.4.5.3 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

- **PA-1:** Grading, excavation and other surface and subsurface excavation in the RSA have potential to impact significant nonrenewable fossil resources of Pleistocene age. The PMP will be prepared, by a qualified paleontologist, prior to completion of the Plans, Specifications, and Estimates phase of this project once specific information about excavation locations and depth is available and monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements:
- **PA-1.1:** Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training such as sign in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist.
- **PA-1.2:** A signed repository agreement with the San Bernardino County Museum to establish a curation process in the event of sample collection.
- **PA-1.3:** Monitoring, by a Principal Paleontologist, of Quaternary Older Alluvium of the Pleistocene Epoch during excavation.
- **PA-1.4:** Field and laboratory methods that meet the curation requirements of the San Bernardino County Museum will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for the public review at the San Bernardino County Museum.
- **PA-1.5:** All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference (Caltrans 2003).
- **PA-1.6:** A Paleontological Mitigation Report discussing findings and analysis will be prepared by a Principal Paleontologist upon completion of project earthmoving. The report will be included in the Environmental project file and also submitted to the curation facility.

6.0 Hazardous Waste

Adverse Environmental Effects:

As previously mentioned, based on the ISA, a PSI report was prepared for APN 0494-312-26. A PSI report was also prepared for multiple parcels located primarily between Mountain View Road and Lenwood Road. Those parcels were APNs 494-251-15, 494-251-03, 494-201-22, 497-192-16, 497-192-15, and 494-241-05. According to the ISA and PSI reports, there are known hazardous material sources, including USTs, ASTs, contaminated soil, and groundwater within the Alternative 2 alignment. Soil from multiple parcels located in Alternative 2 was tested for pesticides, hexavalent chromium, and Title 22 metals. The results of the preliminary site investigations performed for APN 0494-312-26 revealed that soil accumulated within a trench drain associated with an equipment maintenance wash-down slab drain reported elevated levels of cadmium, lead, and TPH. The PSI report recommended that the trench drain and clarifier materials be removed and disposed of appropriately by a qualified contractor. The results of the preliminary site investigation performed for the multiple parcels located primarily between Mountain View Road and Lenwood Road reported pesticides and hexavalent chromium at concentrations below the laboratory reporting limits. In addition, soil samples analyzed for heavy metals reported concentrations consistent with expected background levels. As such, it did not appear that a significant release had occurred on the investigated parcels and no further investigations were warranted on those parcels.

As shown in Table 3.13-1, under Alternative 2 the project has the potential to impact the least number of wells associated with PG&E's cleanup program. Under this alternative seven active and two inactive domestic/agricultural supply wells, and six active monitoring wells, may be impacted; however, only two monitoring wells would require relocation. The other four monitoring wells will be adjusted in place to remain at grade. Figure 3.13.3 shows the locations and type of wells. Efforts to minimize or avoid disruption of PG&E's cleanup program include continuing coordination with PG&E and the Lahontan Regional Water Quality Control Board (RWQCB).

Sixteen parcels located within the Alternative 2 right of way anticipated to require full acquisition would require demolition. The residences are expected to have a propane AST, water storage AST, water supply well, and a septic tank system.

In addition, given the pre-1978 construction, ACMs and lead-based paint should be anticipated during demolition of structures.

Yellow thermoplastic traffic striping used prior to 2006 may exceed hazardous waste criteria under Title 22 California Code of Regulations (CCR) and require disposal at a Class I disposal site. Because the traffic striping on existing SR-58 is likely older striping, elevated lead concentrations within the yellow striping paint along the highway may be present.

This alternative may include handling earth material containing aerially deposited lead (ADL). An ADL study was performed along the existing state highway in November of 2010. Earth material within the project limits has been tested for ADL, and it has been determined that the soils are within typical background levels for lead.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.13.4 of the June 2013 FEIR, implementation of the following avoidance, minimization, and mitigation measures, some of which are standard practice on all Caltrans projects, would ensure that impacts involving hazards and hazardous materials would not be adverse.

- **HAZ-1:** Proper removal and disposal of all stained pole-mounted transformers and evaluation of all soil beneath the cracked/stained units prior to project construction will be conducted.
- **HAZ-2:** All soil excavations conducted on-site will be monitored by the construction contractor for visible soil staining, odor, and the possible presence of unknown hazardous-material sources, such as buried 55-gallon drums and underground tanks.
- **HAZ-3:** For structures within the right of way that require demolition, an Asbestos Pre-Demolition Survey will be completed prior to the disturbance of building materials to determine the asbestos content. A certified asbestos contractor will be retained to abate any identified ACM in accordance with all applicable laws, including OSHA guidelines.
- **HAZ-4:** In the event that ACM not identified in the asbestos study are uncovered during demolition/renovation activities, the contractor must stop work and have these materials tested for asbestos content. Any demolition or renovation of a structure will require notification and submittal of fees to the Mojave Desert Air Quality Management District (MDAQMD) at least 10 days prior to proceeding with demolition work; failure to do so may result in being fined for regulatory non-compliance.
- **HAZ-5:** Prior to demolition, a geophysical survey of affected properties will be conducted in order to investigate the potential for underground features and hazardous materials storage.
- **HAZ-6:** Shallow soil sampling for petroleum, volatile organic compounds, metals, and PCBs will be conducted, as determined necessary by the District Hazardous Waste Coordinator, near identified drum storage and debris-covered areas within the design and construction limits required for constructing the identified Preferred Alternative. All sampling for the above identified materials will be completed prior to the conclusion of the Final Design (Plans, Specifications, and Estimates) Phase of this project. The specifications prepared for constructing this project and/or the Project's Environmental Commitments Record will be updated as needed, based on the results of all sampling. The handling, transport, and disposal of soil determined to exceed maximum concentration levels for petroleum, volatile organic compounds, and metals will be performed in accordance with all applicable State and Federal regulations.

- **HAZ-7:** The handling, transport and disposal of soil determined to exceed maximum concentration levels for hexavalent chromium will be performed in accordance with all applicable regulations, federal/OSHA standards, Title 22, CCR, Caltrans requirements as stated in Section 7-109 Solid Waste Disposal and Recycling Reporting Caltrans Construction Manual, and the Site Safety Plan prepared for the project.
- **HAZ-8:** Due to the possible presence of elevated lead concentrations within the yellow thermoplastic and yellow-painted traffic stripes along the existing highway, it is recommended to include special provisions to require the Contractor to properly manage removed stripe and pavement markings as a hazardous waste and to have and implement a lead compliance plan prepared by a Certified Industrial Hygienist (CIH).
- **HAZ-9:** Caltrans Waste Management and Materials Pollution Control BMPs— Material Delivery and Storage and Material Use. Thermoplastic waste will be disposed of in accordance with Standard Specification 14-11.07. Environmental Rules and Requirements as outlined in the Caltrans Construction Manual— 7-103D (1) Caltrans & Contractor Designated Disposal, Staging, and Borrow Sites— will be followed and/or implemented.
- **HAZ-10:** A Site Safety Plan, which addresses the management of potential health and safety hazards to workers and the public, will be prepared and implemented prior to initiation of the construction activities. Instructions, guidelines, and requirements for handling hazardous materials to ensure employee safety as provided in Chapter 16, “Hazardous Materials Communication Program,” of the Caltrans’ Safety Manual will be included in the Site Safety Plan.
- **HAZ-11:** Wastes and petroleum products used during construction will be collected, transported, and removed from the project site in accordance with RCRA regulations, federal/OSHA standards, including: Waste Management and Materials Pollution Control BMPs- Spill Prevention and Control, Materials and Waste Management BMP, Hazardous Waste Management. All hazardous waste will be stored, transported, and disposed as required in Title 22, CCR, Division 4.5 and 49 CFR 261-263, and Caltrans requirements as stated in Section 7-109 Solid Waste Disposal and Recycling Reporting Caltrans Construction Manual.
- **HAZ-12:** Caltrans will continue to coordinate with PG&E and the Lahontan Regional Water Quality Control Board (RWQCB) in all aspects of the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort, which are located within the design and construction limits of the identified Preferred Alternative. All aspects of the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort will be completed prior to the conclusion of the Final Design (Plans, Specifications, and Estimates) Phase. All field work specific to the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort will be performed by contractors responsible to PG&E. Any well that PG&E is responsible for will not be relocated or deactivated in place until the Lahontan RWQCB specifically grants approval.

- **HAZ-13:** A Lead Compliance Plan shall be prepared under Section 7-1.02K of Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material. If earth material will be relinquished to the Contractor, concentration levels of lead and depth of earth material in which lead has been detected will be disclosed. If earth material will not be relinquished to the contractor, all excavated earth material with lead, typically found within the top two feet of material in unpaved areas of the highway, will be reused within the project limits.
- **HAZ-14:** Earth material containing lead will be handled according to all applicable laws, rules, and regulations, including those of the following agencies: (1) Cal/OSHA, (2) California Regional Water Quality Control Board, Region 6 – Lahontan and (3) California Department of Toxic Substances Control.
- **HAZ-15:** If earth material is disposed of: (1) It shall be disposed of under 3-708 of the Caltrans Construction Manual, "Disposal of Material Outside the Highway Right of Way." (2) Lead concentration of the earth material will be disclosed to the receiving property owner when obtaining authorization for disposal on the property. (3) The receiving property owner's acknowledgment of lead concentration disclosure in the written authorization for disposal shall be obtained. (4) Contractor is responsible for any additional sampling and analysis required by the receiving property owner.
- **HAZ-16:** If a commercial landfill will be used to dispose earth material: (1) Earth material will be transported to a Class III or Class II landfill appropriately permitted to receive the material and (2) Contractor is responsible for identifying the appropriately permitted landfill to receive the earth material and for all associated trucking and disposal costs including any additional sampling and analysis required by the receiving landfill. If hazardous waste material is discovered during construction, such material must be transported under manifest to a permitted Class 1 disposal facility.
- **HAZ-17:** For APN 0494-312-26, soil accumulated within a trench drain associated with an equipment maintenance wash-down slab drain reported elevated levels of cadmium, lead, and TPH. The trench drain and clarifier materials will be removed and disposed of appropriately by a qualified contractor. Geophysical studies and investigative potholing will be conducted prior to demolition to confirm that the underground storage tank has been removed and potential for environmental releases avoided.

7.0 Wetlands and Other Waters

Adverse Environmental Effects:

The following was determined to be applicable for all three of the studied Build Alternatives, including the Preferred Alternative, Alternative 2.

There are no perennial water sources in the project area. Washes in the study area are not considered to constitute waters of the United States due to their lack of connectivity with Traditional Navigable Waters. It was determined, through coordination with CDFG, that

they are protected under Section 1600 of the CDFG code and under regulations of the RWQCB. It would therefore be necessary to obtain a 1600 Permit from CDFG and a waste discharge permit from the RWQCB, Lahontan Region.

The project design used to calculate impacts to the waters for the JD is based on the preliminary project design; therefore, the impacts may need to be recalculated prior to submittal of the permits required for this project. Submittal for required permits cannot occur prior to completion of the Project Approval and Environmental Document phase. As determined in the JD, Alternative 2, 3, and 4 have the potential to permanently affect CDFG jurisdictional waters, as shown in Table 3.18-1 below.

Table 3.18-1: California Department of Fish and Game Jurisdictional Waters within the Project Area (JD, June 2011)

Alignment Alternative	Impact Area ¹ (Acres)
Alternative 2	2.815
Alternative 3	0.625
Alternative 4	0.707

¹Acres are based on preliminary design and Jurisdictional Delineation dated December 2011. After the environmental document is approved and an alternative is selected, final design of the selected alternative would occur and acreage may be revised.

Coordination with CDFG and RWQCB, Lahontan Region, would be required to complete the permitting process. Final issuance of permits for the project would be determined by these agencies during the design phase of the project.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.18.4 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

- **W-1:** Avoidance and minimization efforts to be utilized in order to protect aquatic resources during the course of the project will include the implementation of BMPs (Caltrans 2003b) and the SWPPP (Caltrans 2003b) during all phases of construction, which will include the following:
 - **W-1a:** No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into washes or culverts that cross the project area. The SWPPP and NPDES will contain specific methods for meeting this requirement.
 - **W-1b:** Raw cement/concrete or washing thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic-life, resulting from project related activities, shall be

prevented from contaminating the soil and/or entering washes or culverts that cross the project area as defined through compliance with the contractor's SWPPP.

- **W-1c:** No equipment maintenance/parking or fueling shall be done within or near any drainages or washes depicted in the JD, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition.
- **W-2:** An Environmentally Sensitive Area (ESA) fence will be installed along washes within the right of way that will not be directly affected by the project.
- **W-3:** A biological construction monitor will coordinate with the RE to ensure that construction activities will not have an impact on washes limited by the ESA fencing. No grading or fill activity of any type will be permitted within the ESAs. The monitor, in coordination with the RE, will operate in a manner so as to prevent accidental damage to nearby preserved areas.
- **W-4:** Project impacts to the California Department of Fish and Game (CDFG) jurisdictional waters will be mitigated at a minimum 2:1 ratio, either through onsite restoration and/or offsite acquisition, through coordination with CDFG during the permitting process for the 1602 before PS&E.

8.0 Animal Species

Adverse Environmental Effects:

The following was determined to be applicable for all three of the studied Build Alternatives, including the Preferred Alternative, Alternative 2.

Although impacts to species listed below would occur as a result of this project, these impacts are not expected to affect the species in a way that would lead the species to a trend toward listing under federal or state laws.

Burrowing Owl

Four burrowing owls were detected incidentally during the 2007 surveys. Several suitable burrow locations were detected during the habitat assessment survey as well as during the 2009 focused biological surveys. Suitable habitat for burrowing owl is present throughout the BSA, as owls inhabit various types of disturbed and native desert habitats. It is likely for burrowing owls to move into the project area at various times of the year due to the migratory behavior of some burrowing owls.

Implementation of Alternative 2 would have the greatest impact on potential burrowing owl habitat since it has the greatest amount of burrowing owl habitat with 740.81 acres, followed by Alternatives 3 and 4 with 666.91 acres and 686.33 acres, respectively. All of the alternatives would result in the loss of occupied shelter and foraging habitat and/or the displacement of burrowing owls. However, with the implementation of all the applicable measures, direct effects to this species would be minimized.

American Badger

Alternative 2 has the potential to affect 549.75 acres of potential American badger habitat, followed by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. Habitat fragmentation will occur with the highway widening under all alternatives, but is

expected to be minimized by the installation of culverts along the project. With implementation of all applicable measures, direct affects to this species would be minimized.

Prairie Falcon

The project area contains marginal foraging habitat for the prairie falcon. The terrain within the project limits is primarily flat, and lacks any mountain ranges that the prairie falcon requires for nesting and cover. Alternative 2 has the potential to affect 549.75 acres of foraging habitat, followed by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. None of the build alternatives are anticipated to have a direct effect on the species.

This species will be protected under the avoidance and minimization measures in BIO-8 and BIO-9. These measures include preconstruction surveys throughout the project limits which includes construction, staging, storage, sign placement, and parking areas. If this species is found nesting, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

Le Conte's Thrasher

Potential habitat for this species would be affected. Alternative 2 has the potential to affect 549.75 acres of potential habitat, followed by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. This species will be protected under the avoidance and minimization measures in BIO-8 and BIO-9. These measures include preconstruction surveys throughout the project limits which includes construction, staging, storage, sign placement, and parking areas. If this species is found nesting, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

Loggerhead Shrike

Potential foraging habitat for this species would be affected. Alternative 2 has the potential to affect 549.75 acres of potential habitat, followed by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. This species will be protected under the avoidance and minimization measures in BIO-8 and BIO-9. These measures include preconstruction surveys throughout the project limits which includes construction, staging, storage, sign placement, and parking areas. If this species is found nesting, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

White-tailed Kite

Nesting habitats for white-tailed kites primarily consist of oaks, river bottom lands, or marshes. There is no nesting habitat within the project limits. Potential foraging habitat for this species, which includes vegetated areas suitable for medium sized bird prey, would be affected. Alternative 2 has the potential to affect 549.75 acres of foraging habitat, followed by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. This species will be protected under the avoidance and minimization measures in BIO-8 and BIO-9. These measures include preconstruction surveys throughout the project limits which includes construction, staging, storage, sign placement, and parking areas. If this species is found nesting, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

Cooper's Hawk

There is no nesting habitat for this species within the project limits. Potential foraging habitat for this species, which includes vegetated areas suitable for medium sized bird prey, would be affected. Alternative 2 has the potential to affect 549.75 acres of potential foraging habitat, follow by Alternative 4 with 427.31 acres, and Alternative 3 with 409.62 acres. This species will be protected under the avoidance and minimization measures in BIO-8 and BIO-9. These measures include preconstruction surveys throughout the project limits which includes construction, staging, storage, sign placement, and parking areas. If this species is found nesting, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.4.5.3 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project: The following avoidance, minimization, and/or mitigation measures would be applicable to Build Alternatives 2 through 4:

- **BIO-6:** A biological monitor will monitor all construction activities to ensure that no harm to American badger will take place. All monitoring activities will be consistent with the monitoring measures listed in the avoidance and minimization measures for desert tortoise and Mohave ground squirrel.
- **BIO-7 See BIO-5:** All temporary staging areas, storage areas, and access roads involved with this project will be located in the area of permanent direct impact. Access to the project site will be gained from the existing SR-58. No new access roads will be built as part of this project. Staging areas and equipment storage will take place on existing roads or within the proposed right of way of the realigned SR-58.
- **BIO-8:** All measures will be taken to minimize impacts on nesting birds. A pre-construction sweep for nesting birds would be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for construction, staging, storage, sign placement, and parking areas. If a migratory bird is detected during surveys construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.
- **BIO-9:** A preconstruction survey of the project site for burrowing owl and other bird species protected by the MBTA will occur 30 days prior to commencing construction activities. See BIO-8 for measures required if nesting birds are identified during the preconstruction survey. Pursuant to the MBTA, and to avoid any impacts on migratory birds, vegetation removal must take place outside of the breeding season,

which occurs between March 15 and September 15. If, due to construction schedules, it is necessary to remove vegetation, including trees, during this season, a biological construction monitor must perform a pre-construction survey of each individual tree and/or of the entire area where vegetation will be removed. All measures will be taken to minimize impacts on nesting birds. A pre-construction sweep for nesting birds would be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for construction, staging, storage, sign placement, and parking areas. If a migratory bird is detected during surveys construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.

- **BIO-10:** If burrowing owls are found on site during the pre-construction sweep:
 - Occupied burrows will not be disturbed during the nesting season of February 1 to August 31, unless a biologist can verify through non-invasive methods that either the owls have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent flight.
 - A Burrowing Owl Mitigation and Monitoring Plan will be submitted to CDFG for review and approval prior to relocation of owls. All relocation will be approved by CDFG, and will be based on the mitigation and monitoring plan. The permitted biologist will monitor the relocated owls a minimum of three days per week for a minimum of three weeks. A report summarizing the results of the relocation and monitoring will be submitted to Caltrans within 30 days following completion of the relocation and monitoring of the owls.
 - Owls will be relocated by a qualified biologist from any occupied burrows that will be affected by project activities. Suitable habitat must be available adjacent to or near the disturbance site or artificial burrows will be provided nearby. Once the biologist has confirmed that the owls have left the burrow, burrows will be excavated using hand tools and backfilled to prevent reoccupation.

Compensatory Mitigation

If during preconstruction surveys a burrowing owl is encountered the following mitigation will be implemented:

- **BIO-11:** Replacement habitat for burrowing owl will be provided according to the ratios listed below and can be combined with the mitigation ratios required for other species, unless the land purchase under that mitigation does not comply with the conditions listed:
 - replacement of occupied habitat with occupied habitat at 1.5 times per 6.5 acres (9.95) per pair or single bird, or
 - replacement of occupied habitat with habitat contiguous with occupied habitat 2 times per 6.5 acres per pair or single bird (13), or
 - replacement of occupied habitat with suitable unoccupied habitat, as required by the mitigation plan, at 3 times per 6.5 acres (19.5) per pair or single bird.

American Badger

Avoidance and Minimization Measures

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

Prairie Falcon

Avoidance and Minimization Measures

No specific avoidance and minimization measures will be implemented for this species; protective measures (BIO-8 and BIO-9) will avoid any impact to this species.

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

Le Conte's Thrasher

Avoidance and Minimization Measures

No specific avoidance and minimization measures will be implemented for this species; protective measures (BIO-8 and BIO-9) will avoid any impact to this species.

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

Loggerhead Shrike

Avoidance and Minimization Measures

No specific avoidance and minimization measures will be implemented for this species; protective measures (BIO-8 and BIO-9) will avoid any impact to this species.

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

White-tailed Kite

Avoidance and Minimization Measures

No specific avoidance and minimization measures will be implemented for this species; protective measures (BIO-8 and BIO-9) will avoid any impact to this species.

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

Cooper's Hawk

Avoidance and Minimization Measures

No specific avoidance and minimization measures will be implemented for this species; protective measures (BIO-8 and BIO-9) will avoid any impact to this species.

Compensatory Mitigation

The project will not require compensatory mitigation for this species.

9.0 Threatened and Endangered Species

Adverse Environmental Effects:

Desert Tortoise

Alternative 2 would have the greatest effect on the desert tortoise population. Generally there is much less disturbance along Alternative 2, which accounts for more tortoise habitat that could be affected (refer to Table 3.21-2). Alternative 2 contains the most desert tortoise habitat with approximately 311.5 acres within the footprint that was surveyed. Project activities that may directly affect the desert tortoise include construction and use of temporary access roads, detour roads, work off the paved roadway, and use of staging/storage areas; 2) potential harassment through handling and relocation of individual desert tortoises found within the work area prior to or during construction activities; and 3) potential direct mortality resulting from Project construction activities.

Implementation of Alternative 2 would result in the installation of desert tortoise fencing along the right of way limits; therefore, this would result in a permanent loss of desert tortoise habitat. Table 3.21-3 summarizes the impact areas for Alternative 2 and the total mitigation area required. Of all the build alternatives, Alternative 2 has the best quality habitat for desert tortoise (habitat west of Hinkley Road).

Alternative 2 would have an impact on WEMO populations identified within the Area of Critical Environmental Concern.

Alternative 2 has the potential to increase habitat fragmentation since it would introduce a new, elevated freeway in the area. This impact would be minimized with the inclusion of culverts designed to allow the desert tortoise and other animal species go through them. Alternative 2 contains areas that are wider than Alternatives 3 and 4. The Mojave River is present east of the project site; the river constitutes a natural corridor for wildlife minimizing the habitat fragmentation. Habitat fragmentation is considered to be more intense under Alternative 2 than Alternatives 3 and 4.

Although it has been documented that desert tortoises feed on certain invasive species, it is expected that introduction of these species would affect the availability of native species that are more palatable for the desert tortoise. Alternative 2 is expected to contribute more to this impact than Alternatives 3 and 4 since it is located in less disturbed habitat.

Based on the road-effect zone, Alternative 2 would have a more intense impact in this regard since it is located within less disturbed habitat and surveys detected greater presence of desert tortoise sign. Alternative 3 and 4 would have similar levels of impact since they are located close to the existing SR-58 alignment.

Alternative 2 includes the construction of two new intersections at Lenwood Road and Hinkley Road. These new intersections may induce commercial development around them. The impact is expected to be limited only to the vicinity of the interchanges and would not expand to other areas.

Based on the Biological Opinion, dated March 29, 2013 located in Appendix K, the USFWS concurred with Caltrans' determination that the project "may affect, likely to adversely affect" desert tortoise.

Mohave Ground Squirrel

Impacts to this species will be similar to the impacts described for the desert tortoise. Impact area and mitigation ratios are summarized in Table 3.21-3. Alternative 2 would have the largest permanent MGS habitat loss 2,508.27 acres, followed by Alternative 4 with 1,842.93 acres, and Alternative 3 with 1,781.98 acres. Any existing disturbances such as roads, railroad tracks, and buildings were subtracted from the total. Habitat degradation due to the introduction of invasive species is also expected to be largest for Alternative 2 than for Alternatives 3 and 4.

Since this species is more mobile it is expected that the habitat fragmentation caused by any of the build alternatives would be less severe than for desert tortoise. Culverts are expected to offset this impact.

Alternative 2 is located within less disturbed habitat; therefore, potential commercial growth may be greater than Alternatives 3 and 4, which are both located in previously disturbed areas. Impacts are expected to be limited only to the vicinity of the interchanges and would not expand to other areas.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

As discussed in sub-section 3.21.4 of the June 2013 FEIR, the following measures, in accordance with the USFWS Biological Opinion issued for this project, will be implemented to minimize, and/or mitigate the impacts associated with the project:

- **BIO-12: Biological Monitor.** Caltrans will designate a field contact representative who is responsible for overseeing compliance with protective stipulations for the desert tortoise and for coordination on compliance. The field contact representative will halt all construction activities that are in violation of the stipulations. The field contact representative will have a copy of the stipulations when on the site. The field contact representative may be the resident engineer or a contracted biologist.
- **BIO-13: Species Protection.** At least 30 days prior to the initiation of construction activities within the proposed project site, Caltrans will ensure that their final plans and specifications include all requirements for preconstruction surveys for desert tortoises in all proposed construction staging areas, parking areas, and project elements, and flagging of these areas. The field contact representative will verify compliance with this and all other protective measures. Only biologists authorized by USFWS will handle desert tortoise. Caltrans will submit the name(s) of the proposed

authorized biologist(s) to USFWS for review and approval at least 30 days prior the onset of activities. The authorized biologist(s) will follow the protocols in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for handling and marking desert tortoise.

- **BIO-14: Biological Resource Information Program.** Caltrans will ensure that all construction personnel attend a worker education program presented by the authorized biologist. The program will include information on special-status species within the project area, identification of these species and their habitats, techniques being implemented during construction to avoid impacts to species, consequences of killing or injuring an individual of a listed species, and reporting procedures when encountering listed or sensitive species. Construction crews, foremen, and other personnel potentially working on site will attend this desert tortoise education program and place their names on a sign-in sheet.
- **BIO-15: Biological Monitor.** A construction monitoring notebook shall be maintained on site throughout the construction period. At a minimum, the construction monitoring notebook shall include a copy of the Section 7 consultation for incidental take (USFWS's Biological Opinion), the CDFG Section 2081 permit, a summary of the education program, and the Mitigation Monitoring Plan adopted by Caltrans. Copies of the construction monitoring notebook for this project and Caltrans' brochure *Protection of the Desert Tortoise* will be maintained at the worksite by the project Resident Engineer.
- **BIO-16: Species Protection.** Prior to the start of construction, Caltrans will require the contractor to install fencing to exclude desert tortoises from all work areas and rights of way under the direction of an authorized biologist. Caltrans will construct the fence according to the protocols provided in Chapter 8 of the Desert Tortoise Field Manual (USFWS 2009). If desert tortoises are encountered during installation of the fence, the authorized biologist will move the individual the shortest distance possible to an area outside the fence where it will be safe. Caltrans will be relocating any tortoises found inside the permanent desert tortoise fence onto adjacent BLM land per agreement with the BLM. The authorized biologist will use his or her judgment regarding the best measures to use to ensure the desert tortoise does not immediately return to the area inside of the fence. The authorized biologist may contact USFWS or CDFG to discuss specific situations if the need arises.
- **BIO-17: Permanent Fence (Type Desert Tortoise).** Caltrans will maintain the integrity of the fence to ensure that desert tortoises are excluded from the work area during construction and from the roadway thereafter. The fence will be inspected regularly; initially, it will be inspected on a monthly basis, but Caltrans may adopt a different schedule, based on experience. Caltrans will inspect and, if necessary, repair the fence immediately after any rainstorm that occurs during times of the year or at temperatures when desert tortoises are likely to be active.
- **BIO-18: Biological Monitor.** After the fencing is installed and before the onset of ground-disturbing activities, the authorized biologist will survey the area and remove all desert tortoises. The authorized biologist will survey the area as much as is needed to ensure that all desert tortoises have been found; generally, all desert tortoises will

be considered to have been removed once a complete survey of the work area is conducted without finding any additional animals. Desert tortoises that are found inside the fenced area will be placed on the other side of the desert tortoise exclusion fence on BLM land located south of Alternative 2. The authorized biologist will use his or her best judgment to determine the optimal location for placement of desert tortoises. In general, desert tortoises will be moved to the nearest safe area south of the road realignment. The authorized biologist will follow the protocols provided in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for marking and translocating desert tortoises.

- **BIO-19:** Biological Monitor. All desert tortoises that need to be moved will be handled as described in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for marking and translocating desert tortoises. These procedures will ensure desert tortoises that are being moved are protected to the greatest degree possible from transmission of disease, exposure to adverse weather conditions, and other adverse situations that may arise during handling.
- **BIO-20:** Biological Monitor. Caltrans will have an authorized biologist on site throughout the construction period to monitor relocated desert tortoises and to remove any additional individuals encountered during construction. The authorized biologist will follow the protocols provided in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for marking and translocating desert tortoises.
- **BIO-21:** Species Protection. Caltrans will implement a program to ensure that trash and litter generated by the proposed action do not attract common ravens (*Corvus corax*) and other potential predators of the desert tortoise. All trash and food items will be promptly contained within closed, common raven-proof containers. Caltrans will remove containers regularly from the project site to reduce the attractiveness of the area to common ravens and other desert tortoise predators. Project workers will secure vehicle loads to prevent litter from blowing out along the road.
- **BIO-22:** Species Protection. As a means of minimizing incidental take of the desert tortoise, USFWS shall require the project applicant to post limits of 20 miles per hour (between February 1 and July 1), and strictly enforce speed limits within the project construction area.
- **BIO-23:** Biological Monitor. Caltrans will submit a post-construction report to USFWS and CDFG within 30 days of the completion of work. This report will include information on: the number of desert tortoises handled, injured, and killed; the results of monitoring of relocated desert tortoises; and any difficulties in implementing the protective measures.
- **BIO-24:** Species Protection. Seven out of 33 drainage culverts will be designed with a flat (soft) bottom as well as ripping up a certain distance of the existing SR-58 and allowing it to revert back to its natural state in order to be used as a wildlife crossing for desert tortoise and other small animals. The seven culverts range in size from 36 to 54 inches in diameter.
- **BIO-25:** Species Protection. As a means of minimizing incidental take of the desert tortoise, USFWS shall require the project applicant to restrict firearms and pets within

the work area during construction. Compliance shall be verified by the Resident Engineer. Firearms carried by authorized security and law enforcement personnel are exempt from this term and condition.

- **BIO-26:** Habitat Restoration. Pavement along existing SR-58 between the new cul-de-sac at the west end of the project, and the new cul-de-sac west of Valley View Road, will be removed, hardened earth dug up, and seeded with natives to rehabilitate the earth to a natural condition. The rehabilitated areas will involve the utilization of fill of appropriate characteristics to facilitate the successful reestablishment of desert tortoise habitat. This will include the establishment of vegetation consistent with supporting conditions for desert tortoise habitat.

Mohave Ground Squirrel

In addition to the measures listed above for desert tortoise, in accordance with the Natural Environment Study prepared for this project, the following measures will be implemented to protect MGS:

- **BIO-27:** A biological monitor will ensure that all construction activities will not harm MGS.
- **BIO-28:** MGS awareness training will be provided prior to construction. All construction related vehicles, including private automobiles parked in staging areas, must be inspected prior to ignition to ensure that MGS have not moved underneath the parked vehicle. Inspection flags will be placed on heavy equipment at the end of the day to remind drivers to look under them prior to startup.
- **BIO-29:** If any MGS are excavated during construction, work must stop in the immediate area and the project biologist and the RE will be immediately notified.
- **BIO-30:** If any MGS are injured during the course of construction, work must stop in the immediate area and the project biologist and the RE will be immediately notified. Only the authorized biologist will handle, and transport the animal to a qualified veterinarian.
- **BIO-31:** If any MGS are killed during the course of construction, work must stop in the immediate area, the animal must be left in place as is, and the project biologist and the RE will be immediately notified.

Compensatory Mitigation

These mitigation ratios for desert tortoise and Mohave ground squirrel can be combined as long as land containing habitat for both species can be found for purchase.

Desert Tortoise

- **BIO-32:** Mitigation for loss of marginal desert tortoise habitat will be accomplished based on the quality of habitat affected. As determined through consultation with CDFG and USFWS, habitat will be compensated according to the following ratios:
 - a 5:1 ratio for impacts west of Hinkley Road; and
 - a 3:1 ratio for impacts east of Hinkley Road.

Table 3.21-3 summarizes the impact area by alternative and the mitigation habitat to be acquired. Mitigation habitat for desert tortoise by alternative would total 2,273.56 acres for Alternative 2; 1,781.98 acres for Alternative 3; and 1,842.93 acres for Alternative 4. Some of the loss of habitat associated with this project would partially be offset by the donation and retirement of BLM grazing allotments and subsequent allocation of forage for wildlife purposes in the West Mojave.

Mohave Ground Squirrel

- **BIO-33:** Mitigation for loss of Mohave ground squirrel habitat will be accomplished based on the quality of habitat affected according to the following ratios:
 - a 5:1 ratio for impacts west of Hinkley Road; and
 - a 3:1 ratio for impacts east of Hinkley Road.

Mitigation habitat for Mohave ground squirrel habitat per alternative (refer to Table 3.21-3) would total 2,273.56 acres for Alternative 2; 1,781.98 acres for Alternative 3; and 1,842.93 acres for Alternative 4.

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE STATE ROUTE 58 (SR-58) HINKLEY EXPRESSWAY PROJECT LOCATED IN THE COUNTY OF SAN BERNARDINO NEAR THE UNINCORPORATED COMMUNITY OF HINKLEY, FROM SR-58 POST MILE (PM) 22.2 TO SR-58 PM 31.1

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

Under all of the build alternatives, including Alternative 2, the Preferred Alternative, even with incorporation of the mitigation/ minimization/avoidance measures, impacts would remain potentially significant for community cohesion/character

Overriding considerations that support approval of this recommended project are as follows:

All the following is excerpted directly from the Final Environmental Impact Report (FEIR), prepared for Caltrans' State Route 58 (SR-58) Hinkley Expressway Project.

The purpose of the SR-58 Hinkley Expressway Project is:

- To relieve traffic congestion by providing an acceptable Level of Service, which is consistent with the State Route 58 Route Concept Report;
- To improve operational efficiency and enhance safety conditions by upgrading the facility to a controlled access, four-lane expressway that matches the sections on the east and west of the project area on this high emphasis route;
- To correct structural deficiencies, by upgrading the pavement structural section to meet current standards to better accommodate truckloads, reducing roadway damage and maintenance costs associated with the high volume of truck traffic utilizing this route; and
- To meet the needs for regional transportation in accordance with regional plans such as the RTP and FTIP, while minimizing right of way, community, and environmental impacts.

SR-58 is a Significant Transportation Corridor extending a total of 240 miles, from United States 101 (U.S.-101) near San Luis Obispo, to the west, to Interstate 15 (I-15) in Barstow, to the east. SR-58 crosses three major north-south routes: I-5, SR-99, and U.S. 395. SR-58 also serves as the major connection point between I-5 in Bakersfield and I-15 and I-40 in Barstow. SR-58 is also the only east-west corridor for interregional travelers in the area. The nearest east-west alternate is State Route 210 (SR-210)/Interstate 210 (I-210), located 60 miles to the south; therefore, there

are no other viable alternatives for travel. Traffic on SR-58 includes a high volume of interstate trucks that transport agricultural and commercial commodities.

Currently, existing SR-58 operates at LOS E through the project area. This is an unacceptable LOS. By 2040, if no improvements are made to SR-58, the LOS is projected to deteriorate to LOS F. LOS is a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS conditions are designated as “A,” indicating best free-flow conditions, through “F,” indicating worst-case, congested conditions.

Average daily traffic (ADT) is forecast to nearly double, from 12,100 vehicles in 2011 to 24,100 vehicles in 2040. If no improvements are made, this highway segment is projected to deteriorate from LOS E to LOS F by 2040, with heavy traffic congestion and great variations in speed.¹ With respect to the traffic forecasts for the design horizon year for this project (2040), Alternative 1 (the No-Build Alternative) is based on the existing two lane conventional highway structure. The Build Alternatives 2, 3, and 4 are based on the construction of a four lane expressway. The LOS under Alternatives 2, 3, and 4 would improve to LOS B in the opening year and LOS C in 2040.

In addition, this portion of SR-58 contains a number of operational and structural deficiencies.

The existing two-lane highway has numerous driveways and intersecting cross-streets, which present conflict points that affect the operation of the highway. Vehicles enter and exit the highway to access businesses, services, and residences along SR-58. There are numerous crossings (both paved and unpaved) where these turning movements occur.

Route Continuity is defined as the provision of a directional path along and throughout the length of a designated route. The goal of route continuity is to ease the driving task by reducing the need to change lanes and search for directional signing. At the project location, SR-58 is a two-lane facility; however, immediately east and west of the project, SR-58 is a four-lane facility. The narrower highway section within the project area creates a bottleneck between the existing four-lane highway sections and decreases route continuity.

The existing pavement structural section of SR-58 was not designed to accommodate the designation pertaining to the national network for Surface Transportation Assistance Act of 1982 (STAA) trucks. This has resulted in a higher pavement maintenance costs.

Full consideration was given to the technical studies prepared for the proposed alternatives, and data was carefully analyzed for all alternatives on an equal basis. After comparing and weighing the benefits and impacts of all of the feasible alternatives, at a Project Development Team (PDT) meeting on December 6, 2012, the PDT identified Alternative 2 as the preferred alternative, subject to public review.

The rationale which the PDT employed follows.

The key benefits of Alternative 2 include:

Alternative 2 achieves the purpose and need of the project, and provides the same level of operational improvement as the other two build alternatives (Alternative 3 and Alternative 4).

All three build Alternatives 2, 3, and 4 would result in substantial operating improvements with LOS C or better in the design horizon year of the project (2040), while providing the benefits of improved safety with the grade separation of higher speed SR-58 traffic,

¹ Transportation Research Board. 2000. *Highway Capacity Manual*.

elimination of the lane drop, and separation of the slower and bigger truck traffic. However, Alternative 2 is expected to cost substantially less, estimated at \$174,467,000. The other two build alternatives, are estimated to cost \$194,890,000 (Alternative 3) and \$194,803,000 (Alternative 4), respectively.

On February 26, 2013, following conclusion of the circulation period for the DEIR/EIS, and after careful consideration of the comments received during circulation, the PDT affirmed that Alternative 2, initially identified as the Preferred Alternative at a PDT meeting in December 6, 2012, is the final identified Preferred Alternative for the project. See Chapter 5 of this document for a summary of the Open Forum Public Hearing as well as the responses provided to the comments received during circulation of the DEIR/EIS along with the transcript.

As summarized below, Alternative 2 is expected to result in substantially fewer parcels needing to be acquired, and more specifically, is also expected to result in substantially fewer displacements of homes, businesses, as well as community facilities. In addition, Alternative 3 and 4 bisect and pass through the center of the Hinkley community, and therefore have greater community character and cohesion impacts than Alternative 2 (which skirts the southern fringe of the community).

Alternative 2	Alternative 3	Alternative 4
Acquisitions/Displacements: <ul style="list-style-type: none"> • 28 full acquisitions • 65 partial acquisitions • 16 residential units • 2 agricultural operations 	Acquisitions/ Displacements: <ul style="list-style-type: none"> • 77 full acquisitions • 150 partial acquisitions • 44 single-family residences • 2 multi-family residential units • 3 commercial businesses/non-profit • 1 farm 	Acquisitions/Displacements: <ul style="list-style-type: none"> • 75 full acquisitions • 119 partial acquisitions • 34 single-family residences • 2 multi-family residential units • 1 commercial business/non-profit • 1 farm

For the community of Hinkley, hazardous waste and the groundwater plume is a major issue, and impacts to hazardous materials and the mitigation systems which others have installed are a major consideration. Alternative 2 is expected to result in substantially fewer Pacific Gas and Electric (PG&E) wells in the project area being impacted, and would specifically avoid any impacts to any PG&E extraction wells and USGS wells, as summarized below:

Alternative 2	Alternative 3	Alternative 4
PG&E wells potentially impacted: <ul style="list-style-type: none"> • Supply (active) – 7 • Supply (inactive) – 2 • Monitoring (active) – 6² 	PG&E wells potentially impacted: <ul style="list-style-type: none"> • Supply (active) – 21 • Supply (inactive) – 13 • Monitoring (active) – 11 • Extraction (active) – 1 • Extraction (inactive) – 1 	PG&E & USGS wells potentially impacted: <ul style="list-style-type: none"> • Supply (active) – 14 • Supply (inactive) – 14 • Monitoring (active) – 19 • Extraction (active) – 1 • Extraction (inactive) – 1 • USGS – 2

² Of the six monitoring wells only two are expected to require relocation, the other four are expected to only require adjustment in place.

Regarding biological resources, it is currently expected that Alternative 2 would impact more acres than Alternative 3 or Alternative 4. Specifically, Alternative 2 is expected to impact 2.815 acres of California Department of Fish and Game (CDFG) jurisdictional waters, in comparison to Alternative 3 (expected to impact 0.625 acres) and Alternative 4 (expected to impact 0.707 acres). Alternative 2 will also result in more acres of vegetation and animal species habitat being impacted, including impacts to habitat for Desert Tortoise and Mohave ground squirrel (549.71 acres impacted by Alternative 2, 409.62 acres impacted by Alternative 3, and 427.31 acres impacted by Alternative 4).

The ability to mitigate impacts to these specific biological resources versus the ability to mitigate impacts to existing residences and businesses located in the project area, as well as the ability to minimize impacts to existing PG&E wells in the project area, is a major factor considered by the PDT in conjunction with identifying Alternative 2 as the Preferred Alternative.

The potential impacts of the project to the community with respect to potential displacements and acquisition of property, minimizing impacts to PG&E wells in the project area, and the overall cost of the project in conjunction with satisfying the purpose and need for the project were the key criteria in the final identification of the Preferred Alternative following public circulation of the Draft Environmental Impact Report/Environmental Impact Statement prepared for this project.

The physical and operational characteristics of each of the alternatives were analyzed to determine whether the project would impede or complicate access to SR-58 and other roadways.

The community surrounding the project is predominantly rural. Cohesiveness in the community is evident in the clustering of residences and the community's stability index, which is moderately high due to the long tenure of residents in the study area. Therefore, community character/cohesion impacts, affected by the new expressway's bi-section or division of the community, along with removal/displacement and/or relocation of homes and businesses, would be considered adverse. Although the existing SR-58 facility and the BNSF railway currently function as a barrier between the north and south portions of the community, the expressway would make it more difficult to move across the community for motorists, pedestrians, bicyclists, as well as for horses/equestrian use.

In addition, the community includes community facilities, such as churches, a school, and a senior citizen center that potentially form spaces where social interactions occur. With access across the facility restricted to only the two interchanges, people would experience a barrier in these social activity-activity spaces, and for their access to the community facilities. For all build alternatives, removal of farmland and open space (important resources for the community), would add to the community character impacts. Impacts related to community cohesion for each of the alternatives are described below.

Alternative 2 would realign SR-58 approximately 0.5 mile south of the existing roadway. Access to the future SR-58 alignment in the project area would be limited to major roadways with adequate exit spacing, as advised by the *Highway Capacity Manual*; these include Hinkley and Lenwood Roads. Cul-de-sacs would be added to the south ends of local streets that currently intersect with Frontier Road between Valley View Road and Hinkley Road, eliminating direct access to this alignment. These improvements are required as safety measures.

As a result of the changes to the SR-58 alignment and local roadways, some properties would no longer have direct access to SR-58, but would still have access to SR-58 and other areas of Hinkley via other routes. This would result in longer distances traveled for some local residents to access the realigned SR-58 (greater than 0.3 mile) compared to the current access routes for residents living along ten of the 13 roadways that currently intersect SR-58.

The replacement area for residents requiring relocation as a result of this alternative would be the general community of Hinkley and extend to the city of Barstow, which is immediately adjacent to the displacement area. Changes in commute distances and the availability of services associated with relocated residents would depend on where residents are relocated. Currently, within the project area there are numerous groundwater monitoring wells and treatment wells. Groundwater is contaminated in the area generally between Summerset Road and Mountain View Road in the area of the project and would affect any of the build alternatives as this impacts the availability of relocation resources.

The project would provide improvement in safety, traffic operations, and congestion. Pedestrian design features would be incorporated where appropriate and feasible, including providing sidewalks at the Lenwood and Hinkley overcrossings, striping all crosswalks, and constructing curb ramps at intersections. Therefore, while Alternative 2 would result in changes to pedestrian access and movement, impacts would be minimized with the implementation of pedestrian design features.

Under Alternative 2, SR-58 would be realigned approximately 0.5 mile south of its existing location. Existing zoned land uses in the area where this alignment would occur are residential and rural living; thus, this alternative would introduce a highway through an area where no major roadways currently exist, creating a new barrier that would inhibit access between areas north and south of the new alignment. While the new roadway alignment would generally avoid residential areas of the Hinkley community, compared to Alternatives 3 and 4—including the mobile home park located along the existing SR-58 roadway, as well as the residential clusters located south of the existing SR-58 roadway, which include homes along Flower Street—property acquisitions and associated removal of residential and nonresidential structures, and residential relocations would occur under this alternative. This alternative would result in the displacement and relocation of 16 residential units and two agricultural operations occurring on the same sites as single-family residential units; the mobile home park and central area of the community would be avoided.

Alternative 2 would function as a bypass of community facilities by avoiding the central area of the community. Alternative 2 would skirt the southern edge of the community. Impacts on businesses in Hinkley would be expected, as motorists/truckers/regional travelers would be less likely to stop in the community. Speeds on the new facility would be higher (with a design speed of 70 mph), and many travelers may choose not to stop. Such bypass impacts would be expected to be slightly less severe for the other two alternatives since they pass through the central area of the community.

The new intersection with Hinkley Road would bisect a small cluster of residences that currently form a cohesive unit. This type of physical disruption would also occur along Mountain View Road, where two to three homes appear to be cohesively interlinked.

As it relates to community cohesion overall, however, Alternative 2 has less impacts than Alternatives 3 and 4 since this alignment would avoid more residential areas of the Hinkley community. Nevertheless, the addition of a major facility through the desert landscape would impact the rural, community character of the study area by adding an urbanizing element where currently none exists; therefore, potentially substantial impacts would result.

As discussed in sub-section 3.4.5.3 of the June 2013 FEIR, the following measures will be implemented to minimize, and/or mitigate the impacts associated with the project:

CI-1: A Construction Management Plan and a Transportation Management Plan would be prepared for the project and include coordination efforts that would inform the community about project activities, maintain access to and from the project area during construction, minimize construction-period traffic, control glare, dust, and noise (see Section 3.3, Farmland; Section 3.5,

Utilities; Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities; Section 3.7, Visual/Aesthetics; Section 3.14, Air Quality; and Section 3.15, Noise and Vibration). Measures to minimize construction impacts in these sections, also apply to minimizing permanent community cohesion/character impacts.

CI-2: Pedestrian design features shall be incorporated wherever feasible on the relinquished portion of SR-58, including providing sidewalks along the Lenwood and Hinkley overcrossings, striping all crosswalks, and constructing curb ramps at all new intersections.

CI-3: To address bypass impacts, during Final Design, Caltrans will coordinate with the community and County regarding the possibility of placing a *Welcome* sign at both ends of the expressway with brief information encouraging visitors to visit services offered in Hinkley.

CI-4: During Final Design and Construction, every effort will be made to further minimize the amount of right of way needed for the facility, and to further minimize community and environmental impacts in accordance with Directors Policy Number DP-22: Context Sensitive Solutions.

CI-5: For permanent impacts to community character, Visual Measures AES-1 through AES-8; and Farmland Measures FA-1 through FA-4 are also designed to minimize impacts.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.9
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Subject: **PROPOSITION 1B QUARTERLY REPORTS**

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

The Proposition 1B Fiscal Year 2012-13 Fourth Quarter Reports are in the following order:

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

Attachments



**Fourth Quarter FY 2012-13
Corridor Mobility
Improvement (CMIA)
Bond Program
Report**

**Quarterly Report to the
California Transportation
Commission**



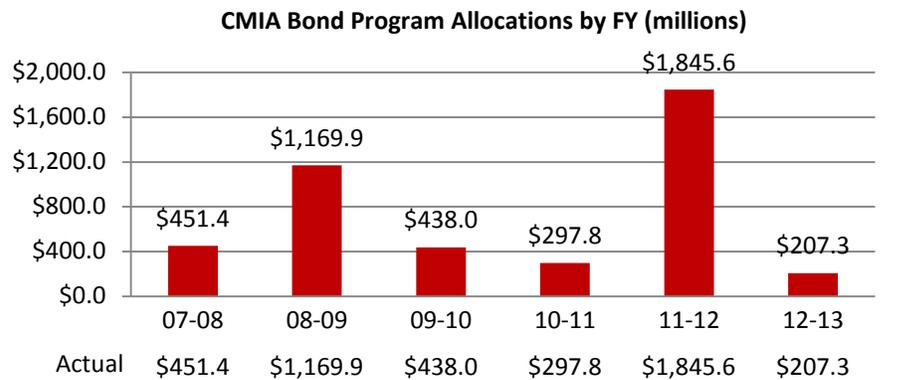
(1) CMIA Bond Program Summary

Fourth Quarter FY 2012-13

(1a) CMIA Bond Program Funding

CMIA bond program funds available for projects allocated to date: **#Projects** 129 **Project Allocated Funds** \$4,410 million **% Allocated** 100%

In the CMIA bond program budget, \$3,961 million was allocated for construction. In addition, \$449 million is for other funded project components including right of way and engineering support costs. There is also \$90 million set aside for bond administrative. All CMIA program funds have been allocated, utilizing all of the available program funds.



CMIA bond program project funds expended to date: **Project Expenditures** \$2,084 million **Percent Expended** 47%

In the CMIA bond program's \$4,500 million dollar budget, \$4,410 million has been allocated from the CMIA bond program funds. In addition, \$7,359 million has been from other contributor funds to increase the total value of CMIA bond program to \$11,769 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project component to complete the funding for all projects in the CMIA bond program. Included are expenditures to date for CMIA bond program funds.

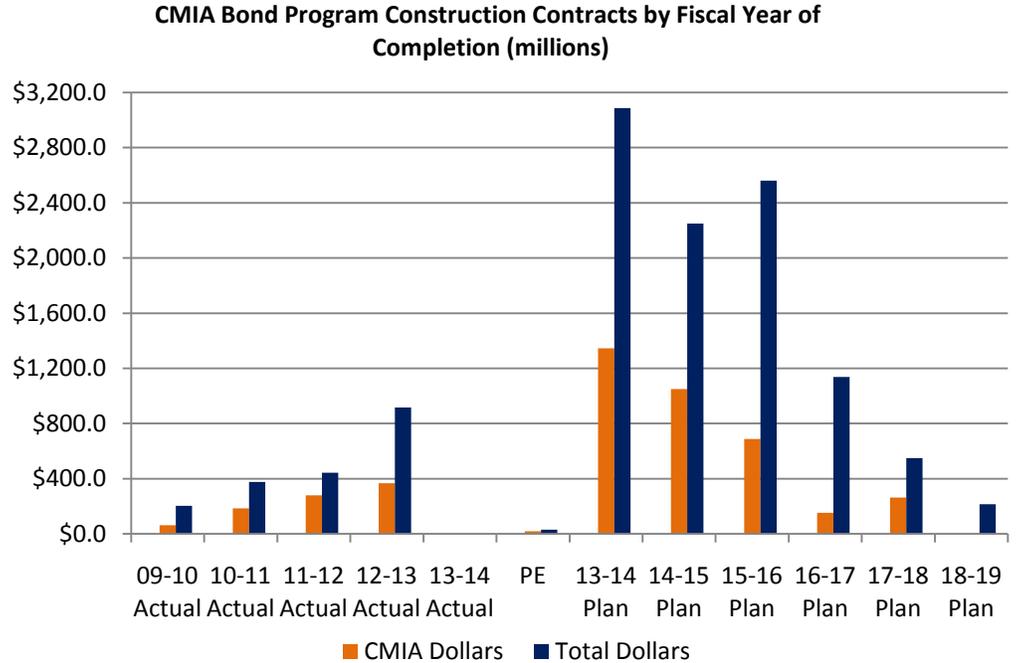
CMIA Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 1,003.4	\$ 561.4	\$ 442.0	\$ 198.2	44 %
Capital	\$ 7,740.8	\$ 3,762.0	\$ 3,961.1	\$ 1,880.0	47 %
Right of Way					
Support	\$ 127.7	\$ 127.7			
Capital	\$ 1,684.5	\$ 1,684.0	\$ 0.5	\$ 0.0	0 %
Preliminary Engineering					
Support	\$ 1,230.4	\$ 1,224.0	\$ 6.4	\$ 5.8	91 %
Committed Subtotal	\$11,769.1	\$ 7,359.1	\$ 4,410.0	\$ 2,084.2	47 %
Uncommitted			\$ 0.0		
Percent Uncommitted			0 %		
Bond Administration			\$ 90.0		
Program Total			\$ 4,500.0		

(1b) CMIA Bond Program Project Completions

CMIA bond program construction contracts completed to date: 37 # Projects Completed 29% Percent Projects Completed

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered to complete the CMIA bond program.



PE - Plant Establishment

CMIA Bond Program Completions - Projects and Dollars (millions)

	Contracts Accepted				Contracts In Plant Establishment			Contracts Under Construction			All CMIA Bond Program Contracts		
	#	Total Funds	CMIA Funds	# PD Rpts	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds
FY 09-10	4	\$ 203	\$ 63	3							4	\$ 203	\$ 63
FY 10-11	8	\$ 375	\$ 184	6							8	\$ 375	\$ 184
FY 11-12	8	\$ 443	\$ 280	7							8	\$ 443	\$ 280
FY 12-13	17	\$ 837	\$ 348	1							17	\$ 837	\$ 348
FY 13-14								32	\$ 3,164	\$ 1,364	32	\$ 3,164	\$ 1,364
FY 14-15					1	\$ 31	\$ 19	35	\$ 2,250	\$ 1,050	36	\$ 2,281	\$ 1,069
FY 15-16								14	\$ 2,562	\$ 687	14	\$ 2,562	\$ 687
FY 16-17								6	\$ 1,137	\$ 153	6	\$ 1,137	\$ 153
FY 17-18								2	\$ 550	\$ 262	2	\$ 550	\$ 262
FY 18-19								1	\$ 215	\$ 0	1	\$ 215	\$ 0
Total Value	37	\$ 1,858	\$ 875	17	1	\$ 31	\$ 19	90	\$ 9,878	\$ 3,516	129	\$ 11,767	\$ 4,410

The status of project delivery reports to be completed within six months after construction contracts are accepted (PD Rpt) is outlined in the table above.

(2) CMIA Bond Program Current Status Report

(2a) CMIA Bond Prgram Project Delivery Report
Fourth Quarter FY 2012-13

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR	
Milestone Behind Schedule <input type="checkbox"/> Project Delivery Report Complete <input checked="" type="checkbox"/> PE - plant establishment													Milestone Complete				
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																	
1	04	Ala	580	\$ 54,280	\$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100					
				\$ 46,491	\$ 5,765	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100					
				\$ 37,939	\$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	11/01/14	12					
				\$ 138,710	\$ 55,202	Corridor Summary							11/01/14	11/01/14		11/01/15	12/01/15
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																	
2	04	Ala	580	\$ 78,177	\$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	12/01/14	9					
				\$ 57,450	\$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	11/01/14	12					
				\$ 135,627	\$ 82,341	Corridor Summary							11/01/14	12/01/14		11/01/15	06/01/15
I-580 / Isabel Interchange - Corridor Project																	
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	06/22/09	100	03/01/12	04/09/12	100	<input checked="" type="checkbox"/>				
				\$ 6,810	\$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	<input checked="" type="checkbox"/>				
				\$ 73,313	\$ 25,113	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	<input checked="" type="checkbox"/>				
				\$ 123,618	\$ 45,258	Corridor Summary							03/01/12	04/09/12		03/01/13	07/01/13
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																	
4	04	Ala	880	\$ 63,589	\$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	01/01/15	19					
				\$ 35,052	\$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	02/01/15	16					
				\$ 98,641	\$ 82,611	Corridor Summary							02/01/16	02/01/15		02/01/17	02/01/17
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																	
5	04	Ala CC	24	\$ 388,020	\$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	05/01/14	90					
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	<input checked="" type="checkbox"/>				
				\$ 642	\$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	<input checked="" type="checkbox"/>				
				\$ 393,392	\$ 84,482	Corridor Summary							05/01/14	05/01/14		03/01/15	02/01/16
6	10	Cal	4	\$ 60,688	\$ 3,574	Angels Camp Bypass	9/20/07	08/11/07	100	09/01/10	09/24/09	100	<input checked="" type="checkbox"/>	03/01/12	03/01/14		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR	
State Route 4 East Widening from Somersville to Route 160																		
7	04	CC	4	\$ 72,930	\$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	10/01/13	87						
				\$ 83,967	\$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	09/01/15	43						
				\$ 92,407	\$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	08/01/15	30						
				\$ 110,355	\$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	11/01/15	25						
				\$ 39,949	\$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	04/30/14	50						
				\$ 399,608	\$ 100,086	Corridor Summary							02/01/15	09/01/15			08/01/16	09/01/16
I-80 Integrated Corridor Mobility Project																		
8	04	Ala CC	80	\$ 8,384	\$ 7,584	Corridor Project #1 (EA 3A774)	10/27/11	03/15/12	100	04/01/15	06/01/15	25						
				\$ 6,163	\$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	04/01/14	40						
				\$ 2,296	\$ 1,896	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	08/16/12	100						
				\$ 10,754	\$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	03/01/14	18						
				\$ 28,136	\$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	08/01/14	?						
				\$ 55,733	\$ 46,478	Corridor Summary							04/01/15	06/30/15			10/01/15	08/01/16
US 50 HOV Lanes - Corridor Project																		
9	03	ED	50	\$ 44,568	\$ 20,000	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	07/06/12	100						
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	04/05/13	100						
				\$ 55,022	\$ 26,294	Corridor Summary							10/01/13	04/05/13			10/01/14	10/15/15
10	06	Ker	46	\$ 75,570	\$ 32,751	Route 46 Expressway - Segment 3	5/20/10	01/26/11	100	07/01/14	01/16/13	100		01/01/16	01/30/16			
11	06	Kin Tul	198	\$ 94,041	\$ 44,514	Route 198 Expressway	5/14/09	09/01/09	100	02/01/12	03/11/13	100		08/01/13	04/01/15			
12	07	LA	405	\$ 1,060,100	\$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build)	9/25/08	04/23/09	100	12/31/13	10/03/13	70		12/01/15	12/01/15			
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																		
13	07	LA	5	\$ 152,624	\$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	02/20/15	42						
				\$ 132,358	\$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/30/14	78						
				\$ 355,359	\$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	05/16/16	1						
				\$ 640,341	\$ 64,713	Corridor Summary							05/30/16	05/16/16			05/30/17	01/31/18

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR			
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																				
14	07	LA	5	\$ 96,771	\$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	03/22/16	23								
				\$ 449,261	\$ -	Corridor Project #2 (EA 21592)		09/05/14		12/01/16	03/21/17									
				\$ 180,003	\$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	03/13/18	9								
				\$ 370,270	\$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	01/24/18	7								
				\$ 215,392	\$ -	Corridor Project #5 (EA 21595)		10/22/13		12/01/16	10/02/18									
				\$ 1,311,697	\$ 315,011	Corridor Summary					12/01/16	10/02/18					05/31/20	11/18/20		
Highway 101 Marin-Sonoma Narrows - Corridor Project																				
15	04	Mm Son	101	\$ 85,126	\$ 15,409	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	12/01/14	21								
				\$ 127,347	\$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	12/01/14	10								
				\$ 49,842	\$ 29,773	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100								
				\$ 4,467	\$ 4,092	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/02/13	9								
				\$ 18,202	\$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	06/30/14	34								
				\$ 31,679	\$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	10/01/14	14								
				\$ 316,663	\$ 169,964	Corridor Summary					06/01/15	12/01/14					07/01/16	12/01/16		
16	04	Mm	580	\$ 17,852	\$ 17,852	Westbound I-580 to Northbound US 101 Connector	5/14/09	11/04/09	100	03/01/11	01/27/11	100	<input checked="" type="checkbox"/>	03/01/12	12/01/12					
17	05	Mon	1	\$ 31,131	\$ 18,568	Salinas Road Interchange	5/14/09	10/07/09	100	07/01/11	08/06/14	PE		12/01/12	08/06/15					
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																				
18	04	Nap Sol	12	\$ 2,190	\$ -	PAED Costs Phase 2 (EA 26412)														
				\$ 41,899	\$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	06/01/15	60								
				\$ 72,004	\$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	06/01/15	58								
				\$ 116,093	\$ 54,867	Corridor Summary					08/01/13	06/01/15				08/01/14	12/31/16			
19	03	Nev	49	\$ 30,019	\$ 8,255	Route 49 La Barr Meadows Widening	1/13/10	05/28/10	100	12/01/14	12/01/14	95		12/01/16	12/01/16					
20	12	Ora	91	\$ 60,759	\$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	Local	08/29/09	100	09/01/11	05/13/11	100		09/01/15	03/28/12					
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																				
21	12	Ora	22	\$ 159,630	\$ 135,430	Corridor Project #1 (EA 07163)	4/8/10	10/12/10	100	05/01/14	06/07/15	60								
				\$ 169,000	\$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	01/16/15	65								
				\$ 328,630	\$ 135,430	Corridor Summary					05/01/14	06/07/15				05/01/15	10/06/16			

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22	12	Ora	91	\$ 77,510	\$ 17,937	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	1/20/11	05/03/11	100	12/01/14	09/01/13	99	12/01/15	06/29/14			
23	12	Ora	57	\$ 31,678	\$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave	8/10/11	10/26/11	100	03/01/15	03/01/15	36	03/01/16	03/01/16			
<i>Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project</i>																	
24	12	Ora	57	\$ 51,959	\$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	02/10/14	70					
				\$ 52,359	\$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	07/01/14	89					
				\$ 104,318	\$ 82,175	Corridor Summary				07/01/14	07/01/14			07/01/15	07/01/15		
<i>Lincoln Bypass - Corridor Project</i>																	
25	03	Pla	65	\$ 292,203	\$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/03/13	98					
				\$ 23,099	\$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	04/01/14	53					
				\$ 315,302	\$ 68,934	Corridor Summary				12/15/14	01/01/14			12/15/16	04/01/16		
26	03	Pla	80	\$ 47,577	\$ 8,484	Pla-80 HOV Phase 2	1/10/08	05/01/08	100	10/01/10	10/18/12	100	10/01/12	10/01/14			
27	03	Pla	80	\$ 49,374	\$ 22,985	Pla-80 HOV Phase 3	12/11/08	08/10/09	100	01/01/11	06/17/13	100	01/01/13	10/01/15			
28	08	Riv	215	\$ 29,228	\$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction	1/20/11	09/28/10	100	12/01/13	12/01/13	80	12/01/14	05/30/14			
29	08	Riv	91	\$ 241,449	\$ 120,191	HOV Lane Gap Closure	8/10/11	02/10/12	100	08/01/15	02/05/16	37	08/01/17	02/05/18			
30	03	Sac	50	\$ 128,536	\$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	7/9/09	10/26/09	100	01/01/13	05/10/13	100	01/01/15	01/15/15			
31	03	Sac	Loc	\$ 17,575	\$ 14,075	White Rock Road from Grant Line to Prairie City	2/23/12	04/30/12	100	12/31/13	12/01/13	60	06/01/14				
32	08	SBd	10	\$ 30,760	\$ 14,074	Westbound Mixed Flow Lane Addition	1/13/10	12/10/10	100	05/01/12	07/31/13	90	06/01/13	12/02/16			
33	08	SBd	215	\$ 347,307	\$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	4/16/09	08/27/09	100	09/05/13	09/13/13	90	09/15/15	09/14/15			
<i>Interstate 215 HOV Lanes and Connectors - Corridor Project</i>																	
34				\$ 77,658	\$ 29,000	SR - 210/215 Connectors	4/16/09	09/17/09	100	02/01/13	11/15/13	96					
35	08	SBd	215	\$ 44,740	\$ 36,540	I-215 North Segment 5	4/16/09	09/17/09	100	02/01/13	10/15/13	96					
				\$ 122,398	\$ 65,540	Corridor Summary				02/01/13	11/15/13		03/01/15	11/16/15			
36	08	SBd	10	\$ 18,300	\$ 8,880	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's	1/13/10	10/12/10	100	12/01/10	12/20/12	100	06/01/11	12/19/14			

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I-15 Managed Lanes - Corridor Project																		
37	11	SD	15	\$ 110,103	\$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	<input checked="" type="checkbox"/>					
				\$ 87,770	\$ 71,641	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	<input checked="" type="checkbox"/>					
				\$ 138,686	\$ 115,668	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	<input checked="" type="checkbox"/>					
				\$ 336,559	\$ 281,074	Corridor Summary				04/15/12	06/14/12		<input checked="" type="checkbox"/>	10/03/13	12/12/13			
I-5 North Coast Corridor - Stage 1A - Corridor Project																		
38	11	SD	5	\$ 52,664	\$ 24,500	Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100						
				\$ 102,000	\$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	01/06/15	83						
				\$ 154,664	\$ 24,500	Corridor Summary				06/30/12	01/06/15			01/30/14	07/12/18			
39	10	SJ	205	\$ 22,009	\$ 9,070	I-205 Auxiliary Lanes	4/8/10	10/12/10	100	04/01/13	06/15/13	100		11/01/14	08/31/14			
Route 46 Corridor Improvements (Whitley 1) - Corridor Project																		
40	05	SLO	46	\$ 78,605	\$ 49,778	Corridor Project #1 (EA 33072)	4/8/10	10/25/10	100	08/01/13	09/01/14	72						
				\$ 4,500	\$ -	STIP TEA Enhancements												
				\$ 83,105	\$ 49,778	Corridor Summary				08/01/13	02/01/14			10/01/14	02/01/16			
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																		
41	04	SM	101	\$ 40,638	\$ 23,445	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100						
				\$ 22,514	\$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/09/13	96						
				\$ 63,152	\$ 27,247	Corridor Summary				11/01/13	11/09/13			11/01/14	11/01/15			
42	04	SCI	880	\$ 69,329	\$ 45,929	I-880 Widening (SR 237 to US 101)	8/10/11	12/14/11	100	07/01/13	06/30/14	91		08/01/14	12/30/14			
43	04	SCI	101	\$ 73,199	\$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	8/10/11	11/17/11	100	08/01/13	01/23/15	65		09/01/14	07/31/15			
44	04	SCI	101	\$ 49,869	\$ 16,894	US 101 Improvements (I-280 to Yerba Buena Rd)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	<input checked="" type="checkbox"/>	06/01/14	12/01/14			
45	05	SCr	1	\$ 20,085	\$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes	8/10/11	01/05/12	100	11/01/13	11/01/13	45		12/01/14	12/01/14			
46	02	Sha	5	\$ 16,479	\$ 13,660	Cottonwood Hills Truck Climbing Lane	1/13/10	04/21/10	100	12/01/11	11/17/11	100	<input checked="" type="checkbox"/>	12/01/12	04/01/15			
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																		
47	04	Sol	80	\$ 42,748	\$ 20,171	Corridor Project #1 (EA 0A531)	2/14/08	06/04/08	100	12/01/09	12/23/09	100	<input checked="" type="checkbox"/>					
				\$ 7,887	\$ 6,087	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	<input checked="" type="checkbox"/>					
				\$ 30,296	\$ -	Corridor Scope funded from ARRA	3/12/09	04/21/09	100	11/01/10	12/01/10	100	<input checked="" type="checkbox"/>					
				\$ 80,931	\$ 26,258	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14			

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
48	04	Son	101	\$ 92,761	\$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	5/14/09	10/12/09	100	12/01/11	08/31/12	100		02/01/13	06/30/14		
49	04	Son	101	\$ 120,260	\$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	☑	02/01/12	12/25/12		
50	04	Son	101	\$ 79,367	\$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	9/25/08	03/03/09	100	12/01/13	12/30/12	100		01/01/15	12/01/15		
51	10	Sta	219	\$ 45,580	\$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	☑	11/01/09	06/25/13		
52	10	Sta	219	\$ 42,662	\$ 12,744	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	12/15/11	08/30/12	100	05/30/14	12/31/15	7		07/31/15	12/31/17		
53	10	Tuo	108	\$ 52,978	\$ 14,530	E. Sonora Bypass Stage II	1/20/11	12/16/11	100	03/01/14	06/30/14	75		11/01/15	06/30/15		
54	07	Ven SB	101	\$ 101,163	\$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road	8/10/11	01/04/12	100	08/01/16	09/22/16	45		09/01/17	04/25/19		
CMIA projects amended into program using project cost/award savings																	
55	04	Son	101	\$ 18,633	\$ 16,312	Central Project - Phase B	1/20/11	05/19/11	100	12/31/12	12/31/13	95		01/01/14	01/01/15		
56	03	Sac	80	\$ 133,035	\$ 53,537	I-80 HOV Ln Across the Top	1/20/11	07/29/11	100	11/01/14	11/15/15	45		11/01/16	11/15/17		
57	10	SJ	5	\$ 121,278	\$ 42,470	I-5 HOV Ln and CRCP	1/20/11	06/02/11	100	12/30/14	03/31/15	45		01/30/16	03/28/16		
58	05	SLO	101	\$ 50,299	\$ 31,174	Santa Maria Bridge	1/20/11	06/21/11	100	04/01/14	01/15/15	87		07/15/15	07/15/16		
59	11	SD	15	\$ 68,159	\$ 25,802	Mira Mesa Direct Access Ramp	12/15/11	04/04/12	100	01/14/15	07/15/15	39		07/07/16	12/11/16		
60	02	Sha	5	\$ 23,468	\$ 21,713	South Redding 6; Lane	1/20/11	05/09/11	100	11/15/12	02/01/13	100		11/15/13	01/31/14		
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening	8/10/11	06/30/12	100	11/30/13	11/30/13	50		05/30/14	02/01/16		
Widen Ala 84 Expressway - Corridor Project																	
62	04	Ala	84	\$ 41,065	\$ 16,057	Corridor Project #1 (EA 29761)	8/10/11	03/21/12	100	07/31/13	01/01/14	59					
				\$ 74,247	\$ -	Corridor Project #2 (EA 29762)		04/01/14		10/01/15	12/01/16						
				\$ 115,312	\$ 16,057	Corridor Summary				10/01/15	12/01/16			08/01/16	12/01/17		
63	06	Tul	198	\$ 27,266	\$ 6,667	Plaza Drive IC / Aux Lns	8/10/11	11/30/11	100	06/30/13	09/21/13	14		12/31/13	12/01/14		
64	04	Var	Var	\$ 72,718	\$ 36,057	Freeway Performance Initiative	4/26/12	08/28/12	100	10/01/14	12/31/14	5		04/01/16	07/01/15		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
Bi-County I-215 Gap Closure - Corridor Project																	
65	08	SBd Riv	215	\$ 182,802	\$ 15,350	I-215 Gap Closure	6/27/12	12/03/12	100	05/01/16	07/20/16	10					
66	8		215	\$ 5,193	\$ 3,007	Newport Ave OC	6/27/12	12/03/12	100	05/01/16	07/20/16	10					
				\$ 187,995	\$ 18,357	Corridor Summary				05/01/16	07/20/16		04/01/18	08/02/18			
67	04	Son	101	\$ 49,621	\$ 22,242	North Project Phase B Airport IC	4/26/12	12/03/12	100	12/31/13	08/30/14	9	11/01/15	09/01/16			
68	04	SCI	880	\$ 62,097	\$ 39,231	I-880/I-280 Stevens Creek IC Impvmts	5/23/12	09/06/12	100	12/01/14	03/01/15	25	12/01/15	09/01/15			
69	04	SCI	101	\$ 33,962	\$ 22,367	Capitol Exp Yerba Buena IC	5/23/12	08/02/12	100	06/30/14	12/30/14	30	07/01/15	06/30/15			
70	08	SBd	15	\$ 82,912	\$ 16,206	La Mesa Nisqualli Rd IC	8/10/11	12/08/11	100	12/01/13	08/01/13	60	12/01/15	06/05/15			
71	11	SD	805	\$ 33,931	\$ 18,785	HOV Lns - SR54 to SR94	1/25/12	06/22/12	100	12/31/13	08/20/13	75	07/11/13	08/08/14			
72	11	SD	805	\$ 55,432	\$ 37,978	HOV Lns - Palomar to SR54	1/25/12	09/09/12	100	07/30/14	11/03/14	53	11/05/13	07/25/15			
73	05	SLO	46	\$ 55,559	\$ 45,088	Whitley 2A	2/23/12	05/18/12	100	09/08/15	09/08/15	20	10/01/16	06/15/16			
74	12	Ora	74	\$ 77,211	\$ 24,109	SR74 / I-5 IC	4/25/12	10/19/12	100	02/02/15	06/01/16	7	02/01/17	06/01/17			
75	11	SD	805	\$ 121,500	\$ 40,638	805 Managed Lns North (Design Build)	10/26/11	7/30/12 2/26/13*	100	03/15/15	12/31/15	23	06/30/15	06/30/17			
76	2	Sha	5	\$ 7,275	\$ 6,000	I5/Deschutes Rd IC	5/3/12	7/26/12	100	12/15/12	12/15/13	30	05/01/13	09/01/14			
77	3	Sac	50	\$ 39,919	\$ 12,109	SR50 - Watt IC	4/26/12	9/15/12	100	11/30/14	11/17/14	30	05/31/15	01/01/17			
78	5	Mon	101	\$ 91,150	\$ 28,325	San Juan IC	4/26/12	09/27/12	100	03/18/15	12/26/14	19	03/19/16	08/26/16			
79	5	SB	101	\$ 17,968	\$ 4,792	Union Valley Pkwy IC	4/26/12	07/26/12	100	12/31/13	12/31/13	64	02/03/15	02/03/15			
80	8	SBd	10	\$ 18,620	\$ 10,000	I-10 Tippercanoe Ave IC	4/26/12	07/11/12	100	07/11/13	09/18/14	30	08/01/15	06/24/15			
81	11	SD	76	\$ 36,749	\$ 29,387	I-5 / SR 76 IC	4/26/12	08/01/12	100	01/01/17	08/25/14	70		12/26/15			
82	3	ED	50	\$ 19,200	\$ 15,500	US Route 50 HOV Ln	5/23/12	07/17/12	100	12/31/13	12/31/13	11	10/31/14	08/01/16			
83	3	ED	50	\$ 9,145	\$ 6,000	Western Placerville IC Ph 1A	5/23/12	11/05/12	100	10/15/13	10/15/13	40	01/15/14	02/01/17			
84	8	Riv	215	\$ 123,502	\$ 38,779	215 Widening Scottt to Nuevo Rd	5/23/12	11/14/12	100	12/31/15	12/31/15	20	06/30/16	11/07/17			

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% Complete	APPVD CCA	CURR CCA	% COMPLETE	FINAL DELIVERY REPORT	APPVD CLOSEOUT	CURR CLOSEOUT	COMPLETE	SUP FDR
85	8	SBd	15	\$ 63,923	\$ 20,785	115 Ranchero Rd IC	5/23/12	08/01/12	100	08/01/14	08/01/14	35	09/01/16	04/21/16			
86	4	Ala	680	\$ 8,793	\$ 6,673	FPI	6/27/12	09/29/12	100	11/01/14	06/27/13	100	12/01/15	11/15/14			
87	8	SBd	15	\$ 35,274	\$ 12,000	Duncan Canyon Rd IC	6/27/12	08/14/12	100	06/01/14	10/14/14	40	12/01/14	10/14/16			
88	12	Ora	405	\$ 3,230	\$ 2,410	Widen Ramp for Deceleration Lane	6/27/12	10/11/12	100	07/01/14	07/01/14	32	12/01/14	12/01/14			
89	7	LA	710	\$ 960,203	\$ 153,657	Gerald Desmond Bridge (Design Build)	10/24/12	10/1/12 6/11/13*	100	06/27/16	06/27/16	2	09/26/17	09/26/17			
90	8	SBd	15	\$ 324,460	\$ 53,743	Devore Widening, IC	12/6/12	11/13/12	100	03/25/16	09/30/16	12	02/28/19	10/25/19			
Totals				\$ 11,769,123	\$ 4,410,000	* Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start											

(2b) CMIA Bond Program Project Expenditure Report

Fourth Quarter FY 2012-13									
Within Budget Conditions G Estimated cost < or = budget Post Vote STIP costs; No CTC action required									
S Estimated cost STIP funds > 120% budget B Estimated cost BOND funds > 100% budget O Estimated cost LOCAL funds > 100% budget					Known cost overrun conditions P Actual cost STIP funds > 100% budget B Actual cost BOND funds > 100% budget L Actual cost LOCAL funds > 100% budget				
Project					Construction (1,000's)				
					Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp
<i>I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project</i>									
1	04	Ala	580	Corridor Project #1 (EA 29084)	Caltrans	\$ 5,700	\$ 5,104	\$ 42,410	\$ 42,413
				Corridor Project #2 (EA 29083)	Caltrans	\$ 4,458	\$ 4,561	\$ 35,203	\$ 35,240
				Corridor Project #3 (EA 2908V)	Caltrans	\$ 3,550	\$ 986	\$ 30,844	\$ 3,216
				Corridor Summary		\$ 13,708	\$ 10,651	\$ 108,457	\$ 80,869
<i>I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project</i>									
2	04	Ala	580	Corridor Project #1 (EA 2908C)	Caltrans	\$ 8,110	\$ 381	\$ 61,954	\$ 20
				Corridor Project #2 (EA 2908E)	Caltrans	\$ 6,750	\$ 1,435	\$ 42,830	\$ 4,677
				Corridor Summary		\$ 14,860	\$ 1,816	\$ 104,784	\$ 4,697
<i>I-580 / Isabel Interchange - Corridor Project</i>									
3	04	Ala	580	Corridor Project #1 (EA 17131)	Livermore	\$ -	\$ -	\$ 26,495	\$ 18,375
				Corridor Project #2 (EA 17132)	Livermore	\$ -	\$ -	\$ 3,210	\$ 1,770
				Corridor Project #3 (EA 17133)	Caltrans	\$ 8,000	\$ 7,006	\$ 37,813	\$ 28,020
				Corridor Summary		\$ 8,000	\$ 7,006	\$ 67,518	\$ 48,165
<i>I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project</i>									
4	04	Ala	880	Corridor Project #1 (EA 3A921)	Caltrans	\$ 7,020	\$ 1,647	\$ 46,657	\$ 8,651
				Corridor Project #2 (EA 3A922)	Caltrans	\$ 4,000	\$ 1,097	\$ 25,765	\$ 3,571
				Corridor Summary		\$ 11,020	\$ 2,744	\$ 72,422	\$ 12,222
<i>State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project</i>									
5	04	Ala CC	24	Corridor Project #1 (EA 29491)	Caltrans	\$ 51,311	\$ 45,017	\$ 282,491	\$ 247,584
				Corridor Project #2 (EA 29492)	Caltrans	\$ 400	\$ 492	\$ 4,300	\$ 2,809
				Corridor Project #3 (EA 29493)	Caltrans	\$ 100	\$ 127	\$ 500	\$ 402
				Corridor Summary		\$ 51,811	\$ 45,636	\$ 287,291	\$ 250,795
6	10	Cal	4	Angels Camp Bypass	Caltrans	\$ 3,600	\$ 4,309	\$ 31,101	\$ 25,615
<i>State Route 4 East Widening from Somersville to Route 160 - Corridor Project</i>									
7	04	CC	4	Corridor Project #1 (EA 2285C)	Caltrans	\$ 10,608	\$ 4,540	\$ 39,641	\$ 34,430
				Corridor Project #2 (EA 2285E)	Caltrans	\$ 14,395	\$ 3,024	\$ 48,717	\$ 21,215
				Corridor Project #3 (EA 1G940)	Caltrans	\$ 13,389	\$ 2,006	\$ 59,775	\$ 17,147
				Corridor Project #4 (EA 1G941)	CCTA	\$ -	\$ -	\$ 98,934	\$ 3,571
				Corridor Project #5 (EA 24657)	CCTA	\$ -	\$ -	\$ 31,787	\$ 18,100
				Corridor Summary		\$ 38,392	\$ 9,570	\$ 278,854	\$ 76,363
<i>I-80 Integrated Corridor - Corridor Project</i>									
8	04	Ala CC	4	Corridor Project #1 (EA 3A774)	ACCMA	\$ -	\$ -	\$ 7,584	\$ 414
				Corridor Project #2 (EA 3A775)	ACCMA	\$ -	\$ -	\$ 5,363	\$ 391
				Corridor Project #3 (EA 3A771)	ACCMA	\$ -	\$ -	\$ 1,896	\$ 1,481
				Corridor Project #4 (EA 3A776)	Caltrans	\$ 1,492	\$ 254	\$ 7,887	\$ 1,054
				Corridor Project #5 (EA 3A777)	Caltrans	\$ 3,675	\$ 234	\$ 18,581	\$ 1
				Corridor Summary		\$ 5,167	\$ 488	\$ 41,311	\$ 3,341
<i>US 50 HOV Lanes - Corridor Project</i>									
9	03	ED	50	Corridor Project #1 (EA 3A711)	ED Co DOT	\$ 3,560	\$ 7,020	\$ 37,808	\$ 33,402
				Corridor Project #2 (EA 3A712)		\$ -	\$ 1,326	\$ 8,794	\$ 5,367
				Corridor Summary		\$ 3,560	\$ 8,346	\$ 46,602	\$ 38,769
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	\$ 9,900	\$ 4,052	\$ 49,995	\$ 45,507
11	06	Kin Tul	198	Route 198 Expressway	Caltrans	\$ 9,514	\$ 8,376	\$ 51,283	\$ 51,666

Project				Construction (1,000's)							
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Support			Capital		
						Appd	Exp		Appd	Exp	
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (Northbound)	Metro	\$ -	\$ -	G	\$ 902,100	\$ 506,700	G
<i>Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project</i>											
13	7	LA	5	Corridor Project #1 (EA 12184)	Caltrans	\$ 12,718	\$ 11,487		\$ 110,786	\$ 25,031	
				Corridor Project #2 (EA 1218V)	Caltrans	\$ 13,197	\$ 13,007		\$ 99,851	\$ 45,312	
				Corridor Project #3 (EA 1218W)	Caltrans	\$ 33,000	\$ 531		\$ 195,787	\$ 312	
				Corridor Summary		\$ 58,915	\$ 25,025	G	\$ 406,424	\$ 70,655	G
<i>I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project</i>											
14	07	LA	5	Corridor Project #1 (EA 21591)	Caltrans	\$ 10,809	\$ 4,699		\$ 45,247	\$ 12,302	
				Corridor Project #2 (EA 21592)	Caltrans	\$ 19,690	\$ -		\$ 131,854	\$ -	
				Corridor Project #3 (EA 21593)	Caltrans	\$ 16,681	\$ 2,715		\$ 89,447	\$ 9,200	
				Corridor Project #4 (EA 21594)	Caltrans	\$ 17,012	\$ 2,996		\$ 141,627	\$ 12,088	
				Corridor Project #5 (EA 21595)	Caltrans	\$ 15,975	\$ -		\$ 123,962	\$ -	
				Corridor Summary		\$ 80,167	\$ -	G	\$ 532,137	\$ -	G
<i>Highway 101 Marin-Sonoma Narrows - Corridor Project</i>											
15	04	Mrn Son	101	Corridor Project #1 (EA 26407)	Caltrans	\$ 4,970	\$ 1,111		\$ 26,950	\$ 3,615	
				Corridor Project #2 (EA 26408U)	Caltrans	\$ 12,190	\$ 1,980		\$ 77,000	\$ 6,860	
				Corridor Project #3 (EA 26406)	Caltrans	\$ 7,000	\$ 6,478		\$ 28,473	\$ 26,406	
				Corridor Project #3 (EA 2640G)	Caltrans	\$ 700	\$ 298		\$ 3,392	\$ 328	
				Corridor Project #3 (EA 2640L)	Caltrans	\$ 2,500	\$ 785		\$ 14,744	\$ 4,266	
				Corridor Project #3 (EA 2640K)	Caltrans	\$ 4,800	\$ 792		\$ 25,929	\$ 3,538	
				Corridor Summary		\$ 32,160	\$ 11,444	G	\$ 176,488	\$ 45,013	G
16	04	Mrn	580	Westbound I-580 to Northbound US 101 Connector Improvements	Caltrans	\$ 2,100	\$ 1,858	G	\$ 11,052	\$ 10,609	G
17	05	Mon	1	Salinas Road Interchange	Caltrans	\$ 4,598	\$ 4,196	G	\$ 15,078	\$ 14,216	G
<i>SR 12 Jameson Canyon Widening - Phase 1</i>											
18	04	Nap Sol	12	PAED Costs Phase 2 (EA 26412)		\$ -	\$ -		\$ -	\$ -	
				Corridor Project #1 (EA 26413)	Caltrans	\$ 4,850	\$ 4,891		\$ 26,541	\$ 14,699	
				Corridor Project #2 (EA 26414)	Caltrans	\$ 9,250	\$ 6,390		\$ 43,293	\$ 24,032	
				Corridor Summary		\$ 14,100	\$ 11,281	G	\$ 69,834	\$ 38,731	G
19	03	Nev	49	Route 49 La Barr Meadows Widening	Caltrans	\$ 3,500	\$ 3,081	G	\$ 10,447	\$ 9,500	G
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	Caltrans	\$ 7,801	\$ 5,900	G	\$ 40,086	\$ 39,043	G
<i>SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project</i>											
21	12	Ora	22	Corridor Project #1 (EA 07163)	Caltrans	\$ 25,000	\$ 12,393		\$ 115,630	\$ 74,353	
				Corridor Project #2 (EA 07162)	Caltrans	\$ 18,200	\$ 10,980		\$ 125,100	\$ 90,529	
				Corridor Summary		\$ 43,200	\$ 23,373	G	\$ 240,730	\$ 164,882	G
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	Caltrans	\$ 8,633	\$ 9,365	P	\$ 54,253	\$ 52,831	G
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	Caltrans	\$ 5,292	\$ 2,446	G	\$ 18,835	\$ 6,761	G
<i>Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project</i>											
24	12	Ora	57	Corridor Project #1 (EA 0F031)	Caltrans	\$ 9,180	\$ 6,571		\$ 31,745	\$ 21,975	
				Corridor Project #2 (EA 0F032)	Caltrans	\$ 9,180	\$ 6,412		\$ 32,070	\$ 28,065	
				Corridor Summary		\$ 18,360	\$ 12,983	G	\$ 63,815	\$ 50,040	G
<i>Lincoln Bypass - Corridor Project</i>											
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	\$ 22,000	\$ 22,430		\$ 164,453	\$ 159,259	
				Corridor Project #2 (EA 33382)	Caltrans	\$ 2,751	\$ 1,068		\$ 19,499	\$ 9,619	
				Corridor Summary		\$ 24,751	\$ 23,498	G	\$ 183,952	\$ 168,878	G
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	\$ 7,143	\$ 5,412	G	\$ 31,200	\$ 29,941	G
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	\$ 5,300	\$ 5,153	G	\$ 39,974	\$ 25,238	G

Project					Construction (1,000's)						
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Support			Capital		
						Appd	Exp		Appd	Exp	
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction	RCTC	\$ -	\$ -	G	\$ 22,057	\$ 12,014	G
29	08	Riv	91	HOV Lane Gap Closure	Caltrans	\$ 20,598	\$ 10,638	G	\$ 134,139	\$ 42,636	G
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	\$ 14,000	\$ 11,919	G	\$ 100,736	\$ 67,656	G
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	\$ -	\$ -	G	\$ 11,875	\$ 4,040	G
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	\$ -	\$ -	G	\$ 25,449	\$ 19,798	G
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	SANBAG	\$ -	\$ -	G	\$ 212,704	\$ 185,615	G
215 North and 210 Connectors - Corridor Project											
34				SR - 210/215 Connectors	Caltrans	\$ 12,883	see		\$ 47,672	see	
35	08	SBd	215	I-215 North Segment 5	Caltrans	\$ 7,333	below		\$ 29,207	below	
				Corridor Summary		\$ 20,216	\$ 12,312	G	\$ 76,879	\$ 69,367	G
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	\$ 3,280	\$ 3,395	P	\$ 12,130	\$ 11,205	G
Managed Lanes South Segment - Corridor Project											
37	11	SD	15	Corridor Project #1 (EA 2T093)	Caltrans	\$ 14,739	\$ 14,603		\$ 79,026	\$ 77,312	
				Corridor Project #2 (EA 2T091)	Caltrans	\$ 14,025	\$ 11,346		\$ 57,616	\$ 57,184	
				Corridor Project #3 (EA 2T092)	Caltrans	\$ 21,236	\$ 15,362		\$ 94,432	\$ 92,598	
				Corridor Summary		\$ 50,000	\$ 41,311	G	\$ 231,074	\$ 227,094	G
I-5 North Coast Corridor - Stage 1A - Corridor Project											
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	\$ 6,000	\$ 7,771		\$ 43,038	\$ 33,809	
				Corridor Project #2 (EA 2T040)	Caltrans	\$ 11,820	\$ 10,873		\$ 75,380	\$ 44,760	
				Corridor Summary		\$ 17,820	\$ 18,644	G	\$ 118,418	\$ 78,569	G
39	10	SJ	205	I-205 Auxiliary Lanes	Caltrans	\$ 2,900	\$ 1,209	G	\$ 11,860	\$ 11,050	G
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	\$ 7,000	\$ 5,265	G	\$ 58,105	\$ 35,670	G
Widen US 101 & Add Aux Lns Marsh Rd to Embarcadero Rd - Corridor Project											
41	04	SM	101	Corridor Project #1 (EA 23563)	Caltrans	\$ 8,259	\$ 2,773		\$ 22,304	\$ 15,972	
				Corridor Project #3 (EA 23564)	Caltrans	\$ 3,802	\$ 934		\$ 12,648	\$ 6,370	
				Corridor Summary		\$ 12,061	\$ 3,707	G	\$ 34,952	\$ 22,342	G
42	04	SCI	880	I-880 Widening (SR 237 to US 101)	Caltrans	\$ 9,810	\$ 4,682	G	\$ 39,719	\$ 29,787	G
43	04	SCI	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	Caltrans	\$ 11,080	\$ 5,072	G	\$ 44,791	\$ 26,272	G
44	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd)	Caltrans	\$ 6,690	\$ 6,852	L	\$ 31,459	\$ 30,103	G
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	\$ -	\$ -	G	\$ 15,933	\$ 10,748	G
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	\$ 2,100	\$ 1,252	G	\$ 11,560	\$ 11,373	G
HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project											
47	04	Sol	80	Corridor Project #1 (EA 0A531)	Caltrans	\$ 6,351	\$ 4,284		\$ 29,197	\$ 28,260	
				Corridor Project #3 (EA 0A532)	Caltrans	\$ 1,319	\$ 1,357		\$ 4,768	\$ 4,764	
				Corridor Project #2 (EA 4C15U)		\$ 3,900	\$ 1,597		\$ 22,200	\$ 15,837	
				Corridor Summary		\$ 11,570	\$ 7,238	G	\$ 56,165	\$ 48,861	G
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	Caltrans	\$ 10,500	\$ 10,677	P	\$ 58,311	\$ 55,061	G
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	Caltrans	\$ 12,000	\$ 9,561	G	\$ 91,200	\$ 88,475	G
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	\$ 6,600	\$ 7,478	P	\$ 51,065	\$ 45,922	G
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	\$ 2,000	\$ 1,941	G	\$ 7,844	\$ 6,567	G
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	\$ 4,300	\$ 512	G	\$ 17,612	\$ 1,103	G
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	\$ 5,500	\$ 4,648	G	\$ 26,560	\$ 18,991	G

Project					Construction (1,000's)					
					Support			Capital		
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp	
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	\$ 15,300	\$ 5,602	\$ 65,993	\$ 25,878	G
CMIA projects amended into program using project cost/award savings										
55	4	Son	101	Central Project Phase B	Caltrans	\$ 3,000	\$ 2,779	\$ 13,312	\$ 11,874	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	\$ 16,000	\$ 7,083	\$ 104,588	\$ 43,960	G
57	10	SJ	5	I-5 HOV Ln and CRCP	Caltrans	\$ 11,990	\$ 6,707	\$ 94,008	\$ 40,404	G
58	5	SLO	101	Santa Maria Bridge	Caltrans	\$ 6,600	\$ 3,544	\$ 37,274	\$ 29,121	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	\$ 8,500	\$ 3,539	\$ 36,102	\$ 11,672	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	\$ 2,250	\$ 1,795	\$ 19,463	\$ 18,338	G
61	3	But	32	But 32 Hwy Widening	Chico	\$ -	\$ -	\$ 6,425	\$ 133	G
Ala 84 Expressway - Corridor Project										
62	04	Ala	84	Corridor Project #1 (EA 29761)	Caltrans	\$ 3,780	\$ 3,181	\$ 25,085	\$ 14,345	
				Corridor Project #3 (EA 29762)	Caltrans	\$ 5,220	\$ -	\$ 49,727	\$ -	
				Corridor Summary		\$ 9,000	\$ 3,181	\$ 74,812	\$ 14,345	G
63	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	\$ -	\$ -	\$ 21,187	\$ 13,948	G
64	4	Var	Var	Fwy Performance Initiative	Caltrans	\$ 7,953	\$ 2,437	\$ 49,398	\$ 2,754	G
I-215 Bi-County Gap Closure - Corridor Project										
65	8	SBd Riv	215	I-215 Gap Closure	Caltrans	\$ 16,270	see	\$ 137,171	see	
66				Newport Ave OC	Caltrans	\$ 361	below	\$ 3,007	below	
				Corridor Summary		\$ 16,631	\$ 2,501	\$ 140,178	\$ 16,051	G
67	4	Son	101	North Project Phase B Airport	Caltrans	\$ 4,500	\$ 1,330	\$ 33,813	\$ 3,613	G
68	4	SCI	880	I-880 Stevens Ctk IC Impvmts	SCVTA	\$ -	\$ -	\$ 47,197	\$ 9,822	G
69	4	SCI	101	Capitol Exp Yerba Buena IC	SCVTA	\$ -	\$ -	\$ 26,286	\$ 11,762	G
70	8	SBd	15	La Mesa Nisqualli Rd IC	SANBAG	\$ -	\$ -	\$ 53,082	\$ 11,302	G
71	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	\$ 5,392	\$ 3,353	\$ 16,785	\$ 14,733	G
72	11	SD	805	HOV Lns - Palomar to SR94	Caltrans	\$ 7,400	\$ 5,049	\$ 34,278	\$ 19,560	G
73	5	SLO	46	Whitley 2A	Caltrans	\$ 7,000	\$ 1,856	\$ 38,088	\$ 6,420	G
74	5	SLO	46	SR 74 / I-5 IC	Caltrans	\$ 6,364	\$ 800	\$ 30,231	\$ 2,261	G
75	11	SD	805	I-805 Managed Lns North	Caltrans	\$ 26,142	\$ 4,092	\$ 86,419	\$ 17,254	G
76	2	Sha	5	I-5 Deschutes Rd IC	Anderson	\$ -	\$ -	\$ 6,000	\$ 2,900	G
77	3	Sac	50	SR50 - Watt IC	Sac Co	\$ -	\$ -	\$ 31,617	\$ 6,439	G
78	5	Mon	101	San Juan IC	Caltrans	\$ 8,000	\$ 1,833	\$ 48,700	\$ 8,198	G
79	5	SB	101	Union Valley Pkwy IC	Caltrans	\$ 1,900	\$ 1,076	\$ 9,584	\$ 5,556	G
80	8	SBd	10	I-10 Tippercanoe Ave IC	SANBAG	\$ 2,000	\$ 472	\$ 13,787	\$ 8,790	G
81	11	SD	76	I-5 / SR 76 IC	Caltrans	\$ 4,856	\$ 2,639	\$ 24,561	\$ 15,435	G
82	3	ED	50	US Route 50 HOV Ln	ED Co DOT	\$ -	\$ -	\$ 17,240	\$ 5,526	G
83	3	ED	50	Western Placerville IC Ph 1A	Caltrans	\$ -	\$ -	\$ 6,000	\$ 3,940	G
84	8	Riv	215	215 Widening Scott to Nuevo	RCTC	\$ -	\$ -	\$ 98,500	\$ -	G
85	8	SBd	15	I-15 Ranchero Rd IC	SANBAG	\$ 3,650	\$ -	\$ 40,148	\$ 8,277	G
86	4	Ala	680	FPI	Caltrans	\$ 1,000	\$ 854	\$ 5,673	\$ 4,628	G
87	8	SBd	15	Duncan Canyon Rd IC	Fontana	\$ 2,900	\$ -	\$ 26,054	\$ 5,068	G

Project					Construction (1,000's)				
					Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp
88	12	Ora	405	Widen Ramp for Deceleration Lane	Caltrans	\$ 500	\$ 296	\$ 1,910	\$ 545
89	7	LA	710	Gerald Desmond Bridge	Port of Long Beach	\$ 82,000	\$ -	\$ 700,359	\$ -
90	8	SBd	405	I-15 Widening and Devore IC	SANBAG	\$ 26,951	\$ 2,405	\$ 225,528	\$ 18,543

(3) CMIA Bond Program Action Plans

Fourth Quarter FY 2012-13

(3a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust schedule or the project budget.

Project #5 - Caldecott Tunnel - at the August 2013 Commission meeting, a supplemental funds request was approved adding the amount of \$2.8 million to the construction support and transferring back \$3 million of State-ARRA from construction capital to support. In addition, local funds in the amount of \$6.5 million and \$19.1 million were transferred from the Project Reserves to support and capital budgets respectively. The additional support costs are related challenges during the construction of the tunnel and Maintenance staff training for operating newly-installed equipment. Remaining Project Reserves total \$5.4 million (local funds). No CMIA baseline amendment is expected. The Final CMIA Delivery Report will provide the final costs for construction support and capital.

Project #12 LA 405 Sepulveda Pass NB Widening - at the May 2013 Commission meeting, LA Metro made a power point presentation on the status of this project. It is anticipated that an amendment will be coming to the commission in November to increase the budget by \$78 million and add twelve months to the construction completion date. Included in the presentation was a summary of challenges including unidentified utilities, MSE wall issues, and right of way acquisition.

Project #13, Segment 3 - I-5 widening at Burbank Interchange - the construction contract was awarded in November, 2012 and is currently under suspension. It will likely be under suspension until April, 2014. The suspension is due to delays in getting the railroad line located adjacent to the project relocated as well as the relocation of utilities by the City of Burbank.

Project #89 - Gerald Desmond Bridge - as reported in the May project monthly status report, there is a cost variance of \$150 million between the Board of Harbor Commissioners "BHC" approved budget and the amount of secured funds. The Port of Long Beach is working on securing the additional funds and a timeframe for when additional funds may become available.

Buy America - There has been extensive discussion and evaluation of issues related to Buy America and the utility agreements that are needed on projects. Considerable progress has been made on a number of projects. Listed below are a number of projects that were awarded and are under construction that are known to be impacted.

FHWA's July 11, 2013 memo authorizing a temporary transition period has provided a measure of relief for the following projects:

- #12 - LA 405 Sepulveda Pass NB Widening
- #14 - I5 North Corridor
- #15 - Sonoma Narrows Corridor

The following projects will receive a temporary benefit up to December 31, 2013, but will continue to be impacted starting January 1, 2014:

- #65, 66 - Bi-County I215 Gap Closure
- #89 - Gerald Desmond Bridge

Caltrans continues to work aggressively with FHWA and the utility companies to minimize and avoid potential impacts to projects once the temporary transition period has expired.

(3b) Project Action Plans

- | | |
|---------------------|--|
| #1 EB 580 Segment 2 | The construction support component exceeded its bond funded budget. Corrective actions are underway to transfer charges to project TCRP savings. |
|---------------------|--|



**Fourth Quarter FY 2012-13
State Route 99 (SR99)
Bond Program
Report**

**Quarterly Report to the
California Transportation
Commission**



(1) SR99 Bond Program Summary

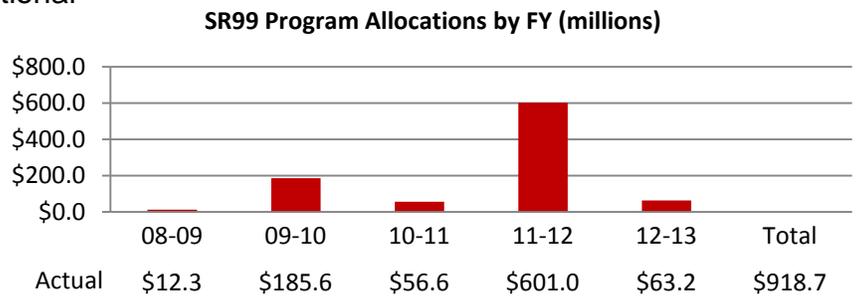
Fourth Quarter FY 2012-13

(1a) SR99 Bond Program Funding

SR99 bond program funds available for projects allocated to date: **#Projects** 25 **Project Allocated Funds** \$919 million **% Allocated** 94%

In the SR99 bond program budget, \$736 million was allocated for construction. In addition, \$183 million has been allocated for other funded project components including right of way and engineering support costs. There is also \$20 million set aside for bond administrative costs. There is currently an uncommitted balance of \$61 million. Additional projects are planned for the

uncommitted balance, and will be programmed and added to the program as they are delivered. Recent program amendments have been made to free up funds for the next planned project for SR99 Pelendale IC in Stanislaus County.



SR99 bond program project funds expended to date: **Project Expenditures** \$228 million **Percent Expended** 25%

In the SR99 bond program's \$1,000 million dollar budget, \$919 million has been allocated from SR99 bond program funds.. In addition, \$338 million has been from other contributor funds to increase the total value of SR99 bond program to \$1,257 million. The table below shows how SR99 bond program funds and contributor funds were distributed by project component to complete the funding for all projects in the SR99 bond program. Included are expenditures to date for SR99 bond program funds.

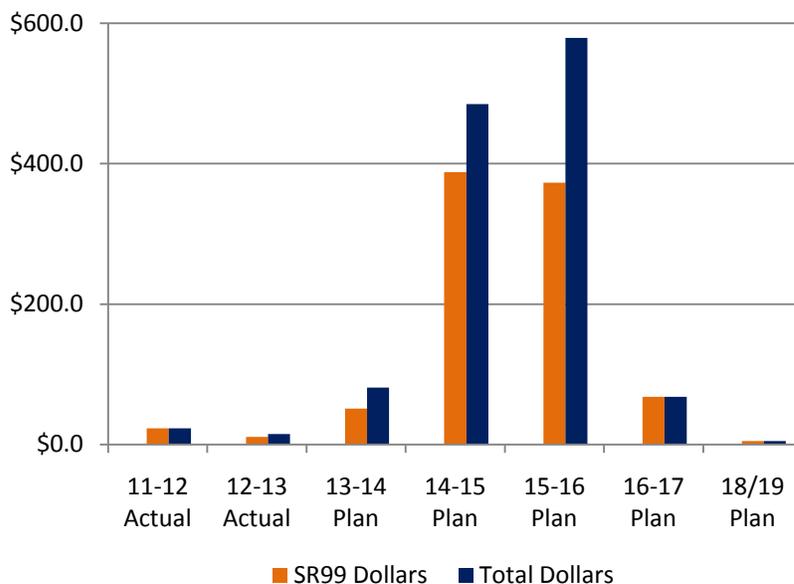
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 119.4	\$ 12.3	\$ 107.1	\$ 32.8	31 %
Capital	\$ 829.1	\$ 92.7	\$ 736.4	\$ 150.1	20 %
Right of Way					
Support	\$ 19.5	\$ 8.2	\$ 11.3	\$ 6.1	54 %
Capital	\$ 165.6	\$ 114.4	\$ 51.2	\$ 26.2	51 %
Preliminary Engineering					
Support	\$ 123.4	\$ 110.7	\$ 12.7	\$ 13.0	102 %
Committed Subtotal	\$ 1,257.0	\$ 338.3	\$ 918.7	\$ 228.2	25 %
Uncommitted			\$ 61.3		
Percent uncommitted			6 %		
Bond Administration			\$ 20.0		
Program Total			\$ 1,000.0		

(1b) SR99 Bond Program Project Completions

SR99 bond program construction contracts completed to date: 4 **# Projects Completed** 16% **Percent Projects Completed**

SR99 Bond Program Construction Contracts by Fiscal Year of Completion (millions)



To date, a total of 21 corridor projects have received SR99 bond program funds. Some corridor projects were constructed in stages, resulting in a total of 25 construction contracts being administered to complete the SR99 bond program.

PE - Plant Establishment

SR99 Bond Program Completions – Projects and Dollars (millions)

	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# PD Rpts	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	\$ 23	\$ 23	1							1	\$ 23	\$ 23
FY 12-13	3	\$ 15	\$ 11	0							3	\$ 15	\$ 11
FY 13-14								4	\$ 81	\$ 51	5	\$ 81	\$ 51
FY 14-15								8	\$ 485	\$ 388	8	\$ 485	\$ 388
FY 15-16								7	\$ 579	\$ 373	7	\$ 579	\$ 373
FY 16-17								1	\$ 68	\$ 68	1	\$ 68	\$ 68
FY 18-19								1	\$ 5	\$ 5	1	\$ 5	\$ 5
Total Value	4	\$ 38	\$ 34	1	0	\$ 0	\$ 0	21	\$1,218	\$ 885	25	\$1,256	\$ 919

The status of project delivery reports to be completed within six months after construction contracts are accepted (PD Rpt) is outlined in the table above.

(2) State Route 99 Program Current Status Report

(2a) State Route 99 Project Delivery Report

Fourth Quarter FY 2013-14

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% COMPLETE	APPVD CCA	CURR CCA	CCA % COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	SUPP PDR																						
						Milestone Behind Schedule						<input checked="" type="checkbox"/>	Project Delivery Report Complete				PE Plant Establishment	100													Milestone Complete							
1	03	But	99	\$ 37,859	\$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	7/8/11	100	10/15/13	5/1/14	57		10/15/15	10/15/15																							
Island Park 6-Lane - Corridor Project																																						
2	06	Fre Mad	99	\$ 23,212	\$ 23,212	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100	<input checked="" type="checkbox"/>																									
				\$ 68,213	\$ 68,213	Corridor Project #1 (EA 44262)	4/26/12	10/10/12	100	7/1/16	7/1/16	27																										
				\$ 91,425	\$ 91,425	Corridor Summary							7/1/16	7/1/16			7/1/18	7/1/18																				
3	06	Mad	99	\$ 84,202	\$ 49,802	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	11/1/15	11/1/15	7		8/1/17	1/1/17																							
4	10	Mer	99	\$ 127,652	\$ 91,319	Arboleda Road Freeway	12/15/11	4/6/12	100	4/1/15	5/2/15	48		5/1/16	7/2/16																							
5	10	Mer	99	\$ 76,611	\$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	7/1/15	6/20/15	16		8/1/16	7/20/16																							
6	03	Sac	99	\$ 7,446	\$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	10/1/12	2/15/13	100		10/1/14	10/15/14																							
7	03	Sac	99	\$ 29,619	\$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	2/1/14	12/1/13	50		7/1/14	3/11/16																							
8	10	SJ	99	\$ 214,458	\$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	6/1/16	3/5/16	16		2/1/17	12/5/17																							
SR 99 Widening in Manteca and San Joaquin - Corridor Project																																						
9	10	SJ	99	\$ 3,600	\$ -	Corridor PAED (EA 0E610)																																
				\$ 42,100	\$ 36,644	Corridor Project #2 (EA 0E611)	12/15/11	3/27/12	100	7/1/14	7/1/14	40																										
				\$ 46,450	\$ 40,753	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/1/14	4/1/15	17																										
				\$ 63,730	\$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	10/1/15	10/1/15	18																										
				\$ 155,880	\$ 89,540	Corridor Summary							10/1/15	10/1/15			7/1/17	7/1/17																				
10	03	Sut	99	\$ 31,082	\$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/15/15	1/15/15	13		1/15/17	1/15/17																							

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	% COMPLETE	APPVD CCA	CURR CCA	CCA % COMPLETE	FINAL PDR	APPVD CLOSEOUT	CURR CLOSEOUT	SUPP PDR
11	03	Sut	99	\$ 56,725	\$ 53,211	Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	12/1/15	52		12/1/17	12/1/17	
<i>Los Molinos - Staged Construction Project</i>																
12	02	Teh	99	\$ 6,986	\$ 4,705	Stage #1	1/13/10	5/5/10	100	12/31/12	4/20/11	100				
						Stage #2	1/25/12	5/31/12	100	12/31/12	5/15/13	100				
				\$ 588	\$ -	Enhancements										
				\$ 7,574	\$ 4,705	Corridor Summary				12/31/12	12/2/13				12/2/14	11/14/14
<i>Goshen to Kingsburg 6-Lane - Corridor Project</i>																
13	06	Tul	99	\$ 101,315	\$ 86,545	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	8/1/14	8/1/14	53				
				\$ 4,944	\$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	8/1/19	8/1/18	36				
				\$ 106,259	\$ 91,489	Corridor Summary				8/1/19	8/1/18				5/1/21	10/1/20
SR 99 projects amended into program using project cost/award savings																
14	03	Sut	99	\$ 18,233	\$ 16,333	SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	12/1/14	48		12/1/16	12/2/16	
15	06	Tul	99	\$ 51,107	\$ 45,327	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	7/1/15	7/1/15	7		12/31/17	12/31/17	
16	06	Ker	99	\$ 29,372	\$ 26,622	South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/1/14	13		11/15/16	3/1/16	
17	10	Sta	99	\$ 42,849	\$ 33,401	Kiernan IC	6/27/12	11/27/12	100	9/1/15	9/1/15	10		2/1/16	11/30/17	
18	06	Ker	99	\$ 11,428	\$ 10,228	North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	3/1/14	1		12/1/15	3/1/16	
19	10	Mer	99	\$ 65,880	\$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	2/1/16	2/1/16	10		12/1/16	7/1/18	
20	3	Sac	99	\$ 8,981	\$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	5/1/13	100	7/1/14	7/1/14	1		12/1/14	12/1/15	
21	3	Sac	99	\$ 2,400	\$ 1,500	Elkhorn Blvd IC	5/7/13	7/1/13		12/1/13	12/1/13			12/1/14	5/1/16	
Total Cost				\$ 1,257,042	\$ 918,739											

(2b) State Route 99 Bond Program Project Expenditure Report

Fourth Quarter FY 2012-13											
Within Budget Conditions ■ Estimated cost < or = budget Post Vote STIP costs; No CTC action required ■ Estimated cost STIP funds > 120% budget ■ Estimated cost BOND funds > 100% budget ■ Estimated cost LOCAL funds > 100% budget											
Known cost overrun conditions ■ Actual cost STIP funds > 100% budget ■ Actual cost BOND funds > 100% budget ■ Actual cost LOCAL funds > 100% budget											
Project					Construction (1,000's)						
					Support			Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Appd	Exp	
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	Caltrans	\$ 4,394	\$ 2,730	G	\$ 26,800	\$ 14,647	G
<i>Island Park 6-Lane - Corridor Project</i>											
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	\$ 3,499	\$ 3,313		\$ 17,270	\$ 16,914	
				Corridor Project #2 (EA 44262)	Caltrans	\$ 7,500	\$ 2,170		\$ 47,613	\$ 12,848	
				Corridor Summary		\$ 10,999	\$ 5,483	G	\$ 64,883	\$ 29,762	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	\$ 6,800	\$ 1,042	G	\$ 49,402	\$ 5,523	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	\$ 12,000	\$ 3,870	G	\$ 78,360	\$ 33,926	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	\$ 8,300	\$ 1,653	G	\$ 53,098	\$ 7,388	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	\$ 750	\$ 740	G	\$ 5,506	\$ 5,098	G
7	03	Sac	99	SR 99/Eiverta Rd. Interchange	Sac Co	\$ -	\$ -	G	\$ 23,819	\$ 13,231	G
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	\$ 15,500	\$ 2,224	G	\$ 113,958	\$ 14,931	G
<i>Manteca Widening - Corridor Project</i>											
9	10	SJ	99	Corridor PAED PHASE (EA 0E610)							
				Corridor Project #1 (EA 0E611)	Caltrans	\$ 5,000	\$ 2,473		\$ 31,644	\$ 11,178	
				Corridor Project #2 (EA 0E612)	Caltrans	\$ 7,000	\$ 1,859		\$ 31,543	\$ 6,056	
				Corridor Project #3 (EA 0E613)	Caltrans	\$ 7,500	\$ 713		\$ 29,481	\$ 4,523	
				Corridor Summary		\$ 19,500	\$ 5,045	G	\$ 92,668	\$ 21,757	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Caltrans	\$ 3,500	\$ 870	G	\$ 20,062	\$ 3,694	G
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	\$ 8,500	\$ 5,631	G	\$ 43,731	\$ 30,517	G
12	02	Teh	99	Los Molinos (Stage 1&2)	Caltrans	\$ 838	\$ 259	G	\$ 4,723	\$ 2,803	G
<i>Goshen to Kingsburg 6-Ln - Corridor Project</i>											
13	06	Tul	99	Goshen to Kingsburg 6-Ln	Caltrans	\$ 13,000	\$ 8,554	G	\$ 75,863	\$ 37,585	G
				Landscape Mitigation	Caltrans	\$ 700	\$ 222	G	\$ 3,752	\$ 1,069	G
				Corridor Summary		\$ 13,700	\$ 8,776	G	\$ 79,615	\$ 38,654	G
SR 99 projects amended into program using project cost/award savings											
14	3	Sut	99	SR 99/113 Interchange	Caltrans	\$ 2,500	\$ 524	G	\$ 13,833	\$ 6,296	G
15	6	Tul	99	Tulare to Goshen 6 Ln	Caltrans	\$ 6,600	\$ 882	G	\$ 38,727	\$ 2,333	G
16	6	Ker	99	South Bakersfield Widening	Caltrans	\$ 3,800	\$ 797	G	\$ 22,822	\$ 2,659	G
17	10	Sta	99	Kiernan IC	Sta Cty	\$ -	\$ -	G	\$ 33,401	\$ 3,475	G
18	6	Ker	99	North Bakersfield Widening	Caltrans	\$ 1,700	\$ 26	G	\$ 8,528	\$ -	G
19	10	Mer	99	Merced Atwater Expwy Ph 1A	MCAG	\$ -	\$ -	G	\$ 46,521	\$ 3,745	G
20	3	Sac	99	Elk Grove Blvd SR99 IC	Elk Grove	\$ -	\$ -	G	\$ 6,896	\$ -	G

Project					Construction (1,000's)				
					Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp
21	3	Sac	99	Elkhorn Blvd IC	Sacramento	\$ -	\$ -	\$ 1,800	\$ -

(3) SR99 Action Plans

Fourth Quarter FY 2012-13

(3a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust schedule or the project budget.

No major project issues to report this quarter.

(3b) Action Plans

Island Park 6-Lane
Project #2, Segment 2

The bond funded PSE and RW Support budgets have exceeded the budget. This is being rectified through charging corrections.



FY 2012-13
Fourth Quarter
Proposition 1B Local Bridge
Seismic Retrofit Program
Project Delivery Report

April 1 – June 30, 2013

Federal Fiscal Year 2013

Quarterly Report to the
California Transportation
Commission



Local Bridge Seismic Retrofit Program Status

Third fourth Fiscal Year 2012-13

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

In previous quarterly reports, we have reported changes that had reduced the number of bond funded bridges to 421.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides \$125 million of state matching funds to complete LBSRP. The Prop 1B LBSRP budget of \$125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes \$2.5 million set aside for bond administrative costs. An additional \$32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current \$19.9 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first

come, first serve basis for new phases of right of way and construction work.

The Commission has allocated \$13.5 million, \$21 million, \$12.2 million, 5.2 million, and \$4.1 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, and 2012-13 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged \$24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, \$20.6 million of State match funds and \$33.9 million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$54.5 million.

The match needs for FY 2010/11 projects used state funds remaining from the exchange mentioned above. These funds will expire by June 31, 2014 if not expended.

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

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on 419 bridges, the design phase has been completed on 301 bridges, construction is underway on 73 bridges, and retrofit is complete on 223 bridges.

Progress of LBSRP is tracked based on the Federal Fiscal Year (FFY).

FFY 2013 Bond Program Accomplishments

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

Local agencies have identified 11 bridges to be delivered in FFY 2013.

As of June 30, 2013, the Department has sub-allocated \$377,108 of bond funds (based on projects authorized) in FFY 2013.

Third Quarter FFY 2013 Milestones Met

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

Local Agency	Br. No.	Project	Milestone
San Francisco County Transportation Authority	01CA002	On the Westbound I-80 on-ramp 250' from entrance to SFOBB	Move to Right of Way
San Francisco County Transportation Authority	01CA003	On the Eastbound off-ramp I-80, 650' west of SFOBB	Move to Right of Way
Fresno County	42C0281	Sierra Ave over, over Delta Mendota Canal	Move to Construction
City of Carson	53C0459	Wilmington Ave 233, over Dominguez channel	Move to Construction
BART	Various	BART(83 bridges)	Complete
Los Angeles County	53C0599	Alameda St. over Compton creek	Complete
Oakland	33C0178	Park Boulevard Viaduct #1	Complete
Oakland	33C0179	Park Boulevard Viaduct #2	Complete
Oakland	33C0179	Park Boulevard Viaduct #3	Complete
Union City	33C0223	Whipple Rd over BART	Complete

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2013. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2013 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2013

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 6/30/13	State Funds Sub-Allocated as of 6/30/13
1	Mendocino County	10C0048	Moore Street over West Brunch Russian River	Right of Way	\$1,721		
1	Mendocino County	10C0084	School Way over West Brunch Russian River	Construction	\$445,070		
3	Nevada County	17C0045	Hirschdale Road, over Truckee River, at Hinton.	Right of Way	\$40,145		
4	San Francisco County Transportation Authority	01CA0002	On the westbound I-80 on-ramp, 250' from entrance to SFOBB, on the west side of Yerba Buena Island.	Right of Way	\$63,085	\$63,085	
4	San Francisco County Transportation Authority	01CA0003	On the East-bound off ramp from I-80, 650' West of SFOBB toward the end of the off-ramp connecting to Treasure Island Rd.	Right of Way	\$34,410	\$34,410	
4	San Francisco County Transportation Authority	YBI1	On east side of the Yerba Buena Island Tunnel at SFOBB; Reconstruct ramps on and off of I-80,	Right of Way	\$295,352		
4	Union City	33C0111	Decoto Road over Alameda Creek	Construction	\$625,115		
4	Vallejo	23C0152	Sacramento Street over Navy Railroad	Right of Way	\$22,940		
5	Monterey County	44C0009	Nacimiento Lake Drive over San Antonio River	Right of Way	\$14,510		
5	Monterey County	44C0151	Peach Tree Road over, Rancho Rico Creek	Construction	\$219,651		

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 6/30/13	State Funds Sub-Allocated as of 6/30/13
10	Tracy	29C0126	Eleventh Street over, United Pacific Railroad	Construction	\$2,278,742		
			Total		\$4,040,741	\$97,495	

Programmed Projects that have Advanced Sub-allocation in FFY 2013

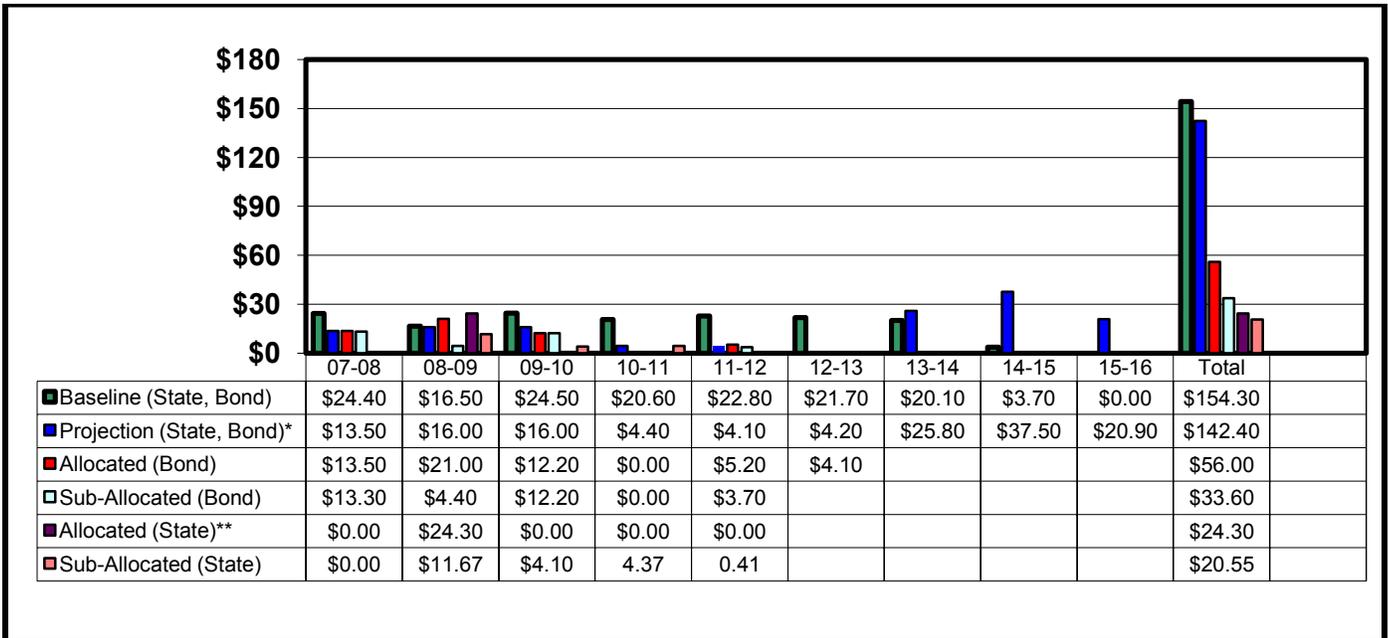
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 6-30-13	State Funds Sub-Allocated as of 6-30-13
07	Carson	53C0459	Wilmington Ave 233, over Domingues channel	Construction	\$231,045	\$231,045	
06	Fresno	42C0281	Sierra Ave over Delta Mendota Canal	Construction	\$48,568	\$48,568	
			TOTAL			\$279,613	

Allocation Summary

	Funds allocated for FY 2012-13	Sub-allocation as of 6-30-2013				Remaining Allocation for FFY 2013
		Projects programmed in FFY 2013		Projects advanced to FFY 2013		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$4,040,741	2	\$97,495	2	\$279,613	\$3,663,633
State	\$3,707,463*	0	\$0	0	\$0	\$3,707,463
Total	\$ 7,748,204	2	\$97,495	2	\$279,613	7,371,096

*Remaining state allocation carried over from FY 2008-09

LBSRP Bond and State Capital Allocations (millions)

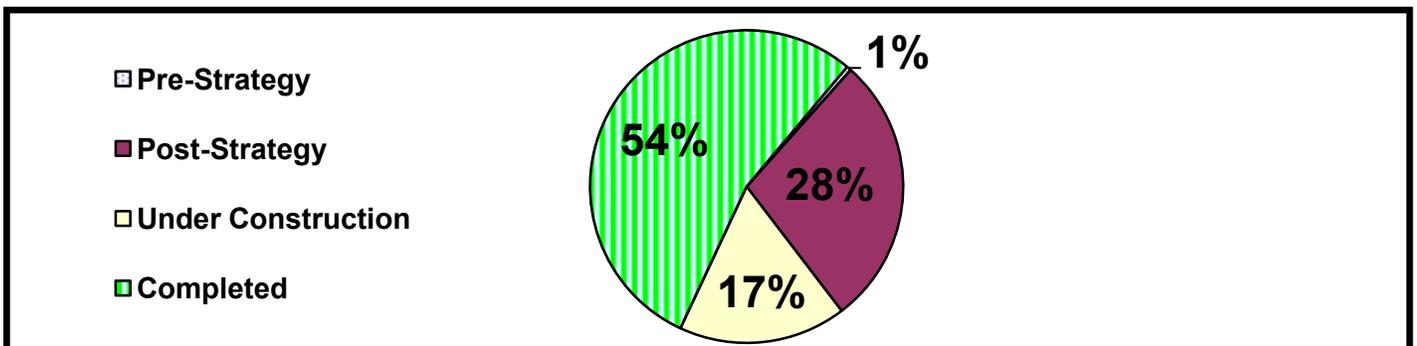


Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement. The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.

* Projection is based on LA-ODIS information for second quarter of FFY 2011-12. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2016 federal fiscal year

** State allocation of \$24.30 million must be expended by June 30, 2014.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	\$122.5	\$51.9	\$33.9
State RW & Const.	\$32.9	\$24.3	\$20.6
Total	\$155.4	\$76.20	\$54.5
Bond Administrative Cost	\$2.5		

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

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	10	9	43	62
Department of Water Resources	1	0	23	0	0	23
BART	1	0	0	42	137	179
San Francisco (YBI)			9	0	0	9
All Other Agencies	59	2*	76	22	48	148
Total	63	2	118	73	228	421
Status per March 31, 2013 Report	63	2	121	158	140	421
Status per Year-End Report for September 30, 2012	63	2	121	167	132	422

**In addition to the 2 bridges in Pre-Strategy phase some agencies have requested to Re-Strategy 9 bridges that completed their Pre-Strategy phase. Their request is under review.
Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.*

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

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbra County	Funded by other sources	427
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421

421 Bridges Remaining in the Program – 140 Bridges Completed = 281 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
01	Humboldt County	04C0007	Bald Hills Road	\$2,294	\$712,000				7/26/13	95% Construction	✓	✗	✗
01	Humboldt County	04C0055	Mattole Road (Honeydew)	\$3,441	\$688,200		2/28/14	5/30/14	10/17/15	40% Design	✓	✓	✗
01	Humboldt County	04C0104	Waddington Road	\$577	\$160,000			8/12/13	10/17/14	50% ROW	✓	✗	✗
01	Humboldt County	04C0207	Williams Creek Road	\$5,057	\$138,000					Project Complete	✓	✓	✓
01	Mendocino County	10C0034	Eureka Hill Road	\$17,205	\$449,624		2/27/14	4/24/14	11/14/14	35% Design	✓	✗	✗
01	Mendocino County	10C0048	Moore Street	\$5,735	\$256,928		10/13/13	11/15/13	8/29/14	70% Design	✓	✗	✗
01	Mendocino County	10C0084	School Way	\$34,200	\$482,007		12/31/13	11/29/13	11/14/14	91% Design	✓	✗	✗
02	Lassen County	07C0070	Road306/Cappezolli	\$0	\$0					Bridge Removed			
02	Lassen County	07C0088	County Road 417	\$0	\$0					Bridge Removed			
02	Redding	06C0108L	Cypress Avenue West Bound	\$0	\$114,700				▲	Project Complete	✓	✓	✓
02	Redding	06C0108R	Cypress Avenue East Bound	\$0	\$114,700				▲	Project Complete	✓	✓	✓
02	Tehama County	08C0008	Evergreen Road	\$12,000	\$688,200	9/30/13	5/1/14	7/1/14	10/31/16	75% Strategy	✓	✓	✗
02	Tehama County	08C0009	Bowman Road	\$9,000	\$802,900				10/30/13	65% Construction	✓	✓	✗
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$974,950		12/31/13	5/14/14	10/1/16	75% Design	✓	✓	✗
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510				6/30/15	49% Construction	✓	✗	✗
03	Nevada County	17C0045	Hirschdale Road	\$7,000	\$0		7/30/13	6/30/14	6/30/16	95% Design 50% ROW	✓	✓	✗
03	Nevada County	17C0046	Hirschdale Road	\$5,235	\$0		7/30/13	6/30/14	6/30/15	95% Design 50% ROW	✓	✓	✗
03	Placer County	19C0060	Auburn-Foresthill Road	\$0	\$4,897,690				2/1/14	80% Construction	✓	✓	✗
03	Yolo County	22C0074	County Road 57	\$2,556	\$225,697	▲			▲	Project Complete	✓	✓	✓
04	Alameda	33C0230	Ballena Boulevard	\$0	\$62,309				▲	Project Complete	✓	✓	✓
04	Alameda County	33C0026	High Street	\$0	\$121,194		▲	▲	▲	Project Complete	✓	✓	✓

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

Phase Complete
 ▲ Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Alameda County	33C0027	Park Street	\$0	\$91,211		▲	▲	▲	Project Complete	✓	✓	✓
04	Alameda County	33C0147	Fruitvale Avenue	\$0	\$52,906				9/30/13	98% Construction	✓	✓	✗
04	Alameda County	33C0237	Elgin Street	\$0	\$8,819		▲	▲	▲	Project Complete	✓	✓	✓
04	Antioch	28C0054	Wilbur Avenue	\$0	\$917,600				1/15/15	10% Construction	✓	✓	✓
04	Concord	28C0442	Marsh Drive	\$0	\$506,928		9/1/13	10/3/13	5/1/15	93% Design 15% ROW	✓	✓	✗
04	Fairfax	27C0144	Creek Road	\$0	\$22,366	2/1/14	1/2/16	No R/W	4/1/17	Request Re-Strategy	✓	✓	✗
04	Fremont	33C0128	Niles Boulevard	\$0	\$973,516		12/31/13	12/31/13	9/30/15	95% Design 95% ROW	✓	✓	✗
04	Healdsburg	20C0065	Healdsburg Avenue	\$5,735	\$244,311		9/20/13	4/30/14	12/18/15	70% Design 10% ROW	✓	✓	✗
04	Larkspur	27C0150	Alexander Avenue	\$0	\$0					Bridge Removed			
04	Oakland	33C0030	Embarcadero Street	\$0	\$1,799,668		12/31/13		12/31/15	99% Design	✓	✗	✗
04	Oakland	33C0148	23rd Avenue	\$5,735	\$705,515		12/31/13	6/30/14	12/31/15	90% Design	✓	✗	✗
04	Oakland	33C0178	Park Boulevard	\$0	\$95,186					Project Complete	✓	✓	✓
04	Oakland	33C0179	Park Boulevard	\$0	\$95,186					Project Complete	✓	✓	✓
04	Oakland	33C0180	Park Boulevard	\$0	\$95,186					Project Complete	✓	✓	✓
04	Oakland	33C0181	East 14th Street	\$0	\$0					Bridge Removed			
04	Oakland	33C0182	East 12th Street	\$0	\$0					Bridge Removed			
04	Oakland	33C0202	Hegenberger Road	\$0	\$1,126,462				12/31/13	50% Construction	✓	✓	✓
04	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968		12/31/13	3/31/14	12/31/14	65% Design	✓	✗	✗
04	Oakland	33C0238	Campus Drive	\$0	\$176,811					Project Complete	✓	✓	✓
04	Oakland	33C0253	Coliseum Way	\$0	\$414,108				12/31/13	5% Construction	✓	✗	✓
04	Orinda	28C0330	Miner Road	\$3,854	\$141,091		8/30/13	9/30/13	12/31/14	80% Design 10% ROW	✓	✓	✗
04	Orinda	28C0331	Bear Creek Road	\$0	\$11,929		6/30/14	9/30/14	9/30/16	50% Design	✓	✓	✗

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

Phase Complete
 ▲ Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Peninsula Joint Powers Board	34C0051	Quint Street	\$0	\$341,473		4/1/14	No R/W	10/1/15	35% Design	✓	✓	✗
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue	\$0	\$0					Bridge Removed			
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	\$0	\$69,837					Project Complete	✓	✓	✓
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	\$0	\$104,756					Project Complete	✓	✓	✓
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	\$0	\$120,275					Project Complete	✓	✓	✓
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	\$0	\$93,116					Project Complete	✓	✓	✓
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$57,400		1/31/14	11/1/13	5/2/14	Design Phase Started	✓	✓	✗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	\$636,279	\$7,396,281				▲	Project Complete	✓	✓	✓
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	\$0	\$703,455				1/13/14	75% Construction	✓	✓	✗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	\$0	\$382,357				6/30/14	75% Construction	✓	✓	✗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)	\$0	\$0					Bridge Removed			
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (46 Bridges)	\$0	\$818,793				5/30/15	90% Construction	✓	✓	✗
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	\$0	\$118,345				9/30/13	90% Construction	✓	✓	✓
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	\$63,085	\$2,471,629		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	\$34,410	\$1,096,115		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road	\$0	\$223,487		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	\$0	\$264,672		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$65,450		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗

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Local Bridge Seismic Retrofit Program Delivery Report

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04	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$35,119		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$46,294		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$272,413	\$18,000,000				6/30/16	Waiting Award	✓	✓	✗
04	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$0	\$47,890		6/30/14	6/30/14	12/30/16	38% Design 38% ROW	✓	✗	✗
04	San Francisco International Airport	35C0133	Departing Flight Traffic	\$0	\$1,467,021				▲	Project Complete	✓	✓	✓
04	San Jose	37C0052L	Southwest Expressway	\$0	\$35,678				▲	Project Complete	✓	✓	✓
04	San Jose	37C0299	Belt (Auzerias Street)	\$0	\$0					Bridge Removed			
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)	\$0	\$0					Bridge Removed			
04	San Jose	37C0701	East Julian Street	\$0	\$83,164				▲	Project Complete	✓	✓	✓
04	San Jose	37C0732	East William Street	\$0	\$15,762				▲	Project Complete	✓	✓	✓
04	Santa Clara County	37C0121	Shoreline Boulevard	\$0	\$54,107				▲	Project Complete	✓	✓	✓
04	Santa Clara County	37C0159	Alamitos Road	\$0	\$0					Bridge Removed			
04	Santa Clara County	37C0173	Aldercroft Heights Road	\$0	\$93,460				▲	Project Complete	✓	✓	✓
04	Santa Clara County	37C0183	Central & Lawrence Expressway	\$0	\$82,549				▲	Project Complete	✓	✓	✓
04	Sonoma County	20C0005	Geysers Road	\$11,370	\$572,016		12/1/14	12/1/14	11/1/15	10% Design	✓	✓	✗
04	Sonoma County	20C0017	Watmaugh Road	\$22,740	\$562,639		6/1/15	12/1/15	5/1/17	10% Design	✓	✓	✗
04	Sonoma County	20C0018	Bohemian Highway	\$57,028	\$2,992,454		5/1/16	5/1/16	10/15/17	5% Design	✓	✓	✗
04	Sonoma County	20C0139	Wohler Road	\$22,740	\$562,639		12/1/13	12/1/13	11/1/14	50% Design	✓	✓	✗
04	Sonoma County	20C0141	Annapolis Road	\$0	\$154,327					Project Complete	✓	✓	✓
04	Sonoma County	20C0155	Wohler Road	\$4,548	\$465,115		12/1/13	12/1/13	10/1/14	15% Design	✓	✓	✗

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04	Sonoma County	20C0242	Chalk Hill Road	\$11,370	\$574,705	6/1/20	6/1/22	1/1/23	11/1/23	Request Re-Strategy	✓	✓	✗
04	Sonoma County	20C0248	Lambert Bridge Road	\$11,370	\$572,016		9/30/15	9/30/15	10/1/16	Design Phase Started	✓	✓	✗
04	Sonoma County	20C0262	Boyes Boulevard	\$56,850	\$581,394		6/1/15	6/1/15	7/1/16	50% Design	✓	✓	✗
04	Sonoma County	20C0407	West Dry Creek Road	\$11,370	\$572,016		12/1/16	12/1/16	10/1/17	Design Phase Started	✓	✓	✗
04	Union City	33C0111	Decoto Road	\$0	\$626,147				10/1/14	Waiting Award	✓	✓	✗
04	Union City	33C0223	Whipple Road	\$0	\$94,607					Project Complete	✓	✓	✓
04	Vallejo	23C0152	Sacramento Street	\$0	\$219,000		9/1/15	No R/W	9/1/16	Design Phase Started	✓	✗	✗
05	King City	44C0059	First Street	\$0	\$39,342				▲	Project Complete	✓	✓	✓
05	Monterey County	44C0009	Nacimiento Lake Drive	\$14,510	\$402,597		12/31/13	1/29/14	11/27/15	89% Design	✓	✗	✗
05	Monterey County	44C0099	Boronda Road	\$24,087	\$508,121		12/31/14	12/31/14	12/31/15	35% Design	✓	✗	✗
05	Monterey County	44C0115	Schulte Road	\$0	\$508,121		▲		12/15/13	50% Construction	✓	✗	✗
05	Monterey County	44C0151	Peach Tree Road	\$5,735	\$215,063		12/15/13	12/31/13	12/31/14	70% Design 10% ROW	✓	✗	✗
05	Monterey County	44C0158	Lonoak Road	\$0	\$247,509				9/30/13	Project Complete	✓	✓	✓
05	Monterey County	44C0042	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	\$0	\$7,433		11/30/13	2/17/14	11/12/14	95% Design	✓	✓	✗
05	San Benito County	43C0043	Lone Tree Road	\$0	\$194,891					Project Complete	✓	✓	✓
05	San Luis Obispo County	49C0338	Moonstone Beach	\$0	\$68,034					Project Complete	✓	✓	✓
05	Santa Barbara	51C0144	Southern Pacific Transportation Company	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0250	Chapala Street	\$0	\$0					Bridge Removed			

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05	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$286,750		3/15/14	3/15/14	10/16/15	83% Design 83% ROW	✓	✗	✗
05	Santa Barbara County	51C0002	San Marcos Road	\$0	\$109,874					Project Complete	✓	✓	✓
05	Santa Barbara County	51C0006	Floradale Avenue	\$29,822	\$1,243,578		10/30/13	6/30/14	1/30/16	80% Design	✓	✓	✗
05	Santa Barbara County	51C0014	Jalama Road	\$0	\$73,497		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0016	Jalama Road	\$0	\$55,842		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$453,065		3/31/14	3/31/14	6/30/15	65% Design	✓	✗	✗
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	\$3,952	\$138,000					Project Complete	✓	✓	✓
05	Santa Barbara County	51C0039	Rincon Hill Road	\$5,735	\$79,946		9/2/13	12/2/13	4/3/14	85% Design	✓	✓	✗
05	Santa Barbara County	51C0173	Santa Rosa Road	\$6,804	\$223,376				9/3/13	96% Construction	✓	✗	✗
05	Santa Cruz	36C0103	Soquel Drive	\$0	\$17,205				10/31/13	Waiting Award	✓	✗	✗
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		11/30/13	12/31/13	4/30/16	75% Design 30% ROW	✓	✗	✗
05	Solvang	51C0008	Alisal Road	\$0	\$65,000		2/14/14	No R/W	3/27/15	45% Design	✓	✗	✗
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220	9/30/13	3/31/14	No R/W	4/1/16	30% Strategy	✓	✓	✗
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220	9/30/13	3/31/14	No R/W	4/1/16	30% Strategy	✓	✓	✗
06	Department of Water Resources	42C0140	West Shields Avenue	\$0	\$22,940				6/17/14	Waiting Award	✓	✓	✗
06	Department of Water Resources	42C0141	North Russell Avenue	\$0	\$22,940				6/17/14	Waiting Award	✓	✓	✗
06	Department of Water Resources	42C0143	West Nees Avenue	\$0	\$22,940				6/17/14	Waiting Award	✓	✓	✗
06	Department of Water Resources	42C0156	West Jayne Avenue	\$0	\$18,352				6/17/14	Waiting Award	✓	✓	✗
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	\$0	\$18,352				6/17/14	Waiting Award	✓	✓	✗
06	Department of Water Resources	42C0173	West Manning Avenue	\$0	\$18,352				6/17/14	Waiting Award	✓	✓	✗

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06	Department of Water Resources	42C0245	West Panoche Road	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	42C0370	West Clarkson Avenue	\$0	\$22,940				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	42C0371	South El Dorado Avenue	\$0	\$22,940				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	42C0425	West Gale Avenue	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	45C0071	Avenal Cutoff	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	45C0123	Plymouth Avenue	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	45C0124	30th Avenue	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	45C0125	Quail Avenue	\$0	\$18,352				6/17/14	Waiting Award	☑	☑	⊗
06	Department of Water Resources	50C0113	Elk Hills Road	\$0	\$0					Bridge Removed			
06	Department of Water Resources	50C0123	Old River Road	\$0	\$17,205				6/17/14	Waiting Award	☑	☑	⊗
06	Fresno County	42C0098	South Calaveras Avenue	\$0	\$30,923		▲		▲	Project Complete	☑	☑	☑
06	Fresno County	42C0280	West Althea Avenue	\$0	\$0					Project Complete	☑	☑	☑
06	Fresno County	42C0281	West Sierra Avenue	\$0	\$48,633		9/16/13	No R/W	6/30/14	98% Design	☑	⊗	⊗
06	Tulare County	46C0027	Avenue 416	\$0	\$521,885				3/14/14	60% Construction	☑	☑	⊗
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780		6/30/14	No R/W	3/20/17	70% Design	☑	☑	⊗
07	Los Angeles	53C0096	Fletcher Drive	\$0	\$1,102,920				8/30/13	87% Construction	☑	⊗	⊗
07	Los Angeles	53C0784	At&Sf RR	\$0	\$0					Bridge Removed			
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				10/31/16	8% Construction	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	\$0	\$0					Bridge Removed			

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07	Los Angeles	53C1010	North Main Street	\$0	\$965,295				3/31/15	50% Construction	✓	✓	✗
07	Los Angeles	53C1184	4th Street	\$0	\$290,191					Project Complete	✓	✓	✓
07	Los Angeles	53C1335	Tampa Avenue	\$0	\$59,644				▲	Project Complete	✓	✓	✓
07	Los Angeles	53C1362	Vanowen Street	\$0	\$208,750				12/31/13	60% Construction	✓	✓	✗
07	Los Angeles	53C1388	Winnetka Ave	\$0	\$45,306				▲	Project Complete	✓	✓	✓
07	Los Angeles	53C1875	Avenue 26	\$0	\$409,953		12/31/13	No R/W	6/30/16	60% Design	✓	✓	✗
07	Los Angeles	53C1880	Sixth Street	\$0	\$29,740,105		3/31/15	9/30/14	12/31/19	40% Design 5% ROW	✓	✗	✗
07	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371		9/30/15	6/30/15	6/28/19	82% Design	✓	✗	✗
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		9/30/15	No R/W	6/28/19	82% Design	✓	✓	✗
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		9/30/15	6/30/15	6/28/19	82% Design	✓	✓	✗
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		9/30/15	6/30/15	6/28/19	82% Design	✓	✓	✗
07	Los Angeles County	53C0031	Alondra Boulevard	\$0	\$36,476				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0036	Beverly Boulevard	\$0	\$150,705				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0070	East Fork Road	\$0	\$131,643				6/30/14	15% Construction	✓	✓	✗
07	Los Angeles County	53C0082	Washington Boulevard	\$0	\$12,815			▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805			1/31/14	5/31/16	96% ROW	✓	✓	✗
07	Los Angeles County	53C0085	Florence Avenue	\$0	\$33,325				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0106	Imperial Highway	\$0	\$117,037		▲	▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0138	Union Pacific Railroad	\$0	\$3,766				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0139	College Park Drive	\$0	\$12,606				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0178	Valley Boulevard	\$0	\$236,783	▲				Project Complete	✓	✓	✓
07	Los Angeles County	53C0261	Avalon Boulevard	\$0	\$30,718			▲	▲	Project Complete	✓	✓	✓

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07	Los Angeles County	53C0266	Willow Street	\$0	\$34,103				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0289	Azusa Avenue	\$0	\$405,399				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0329	Garey Avenue	\$0	\$30,869				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0375	Foothill Boulevard	\$0	\$271,470				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0377	Foothill Boulevard	\$0	\$60,835				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0445	Slauson Avenue	\$0	\$209,093				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0458	Union Pacific Railroad	\$0	\$32,388				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0459	Wilmington Avenue 223	\$0	\$231,045		▲		10/15/14	Waiting Award	☑	☑	☑
07	Los Angeles County	53C0471	Washington Boulevard	\$0	\$62,400				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0495	Irwindale Avenue	\$0	\$12,150				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0531	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$89,294				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0575	Artesia Boulevard	\$0	\$60,486				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0590	Union Pacific Railroad	\$0	\$8,592				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0592	Cherry Avenue	\$0	\$7,833					Project Complete	☑	☑	☑
07	Los Angeles County	53C0594	Long Beach Boulevard	\$0	\$18,015				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$16,151				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0599	Alameda Street	\$0	\$120,320	▲			▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0671	Azusa Canyon Road	\$0	\$12,540				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0807	Avenue T	\$0	\$126,437				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	\$0	\$15,088					Project Complete	☑	☑	☑

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07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	\$0	\$51,404				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0867	Soto Street	\$0	\$357,666				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0885	Long Beach Freeway	\$0	\$29,393				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890L	Queens Way-South Bound	\$0	\$275,317				11/30/13	80% Construction	☑	☑	☑
07	Los Angeles County	53C0890R	Queens Way-South Bound	\$0	\$275,317				11/30/13	80% Construction	☑	☑	☑
07	Los Angeles County	53C0892L	Queens Way South Bound	\$0	\$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0892R	Queens Way North Bound	\$0	\$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0897	S.P.T.C. R R	\$0	\$15,990				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0916	First Street	\$0	\$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0918	First Street	\$0	\$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0930	9th Street	\$0	\$259,726				9/30/13	90% Construction	☑	☑	☑
07	Los Angeles County	53C0931	10th Street Off Ramp	\$0	\$654,259				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0933	7th Street On Ramp	\$0	\$79,055				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0934	6th Street Off Ramp	\$0	\$380,774				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0951	Garey Avenue	\$0	\$27,418				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429	▲	1/31/14	3/31/14	6/30/16	30% Design	☑	☑	⊗
07	Los Angeles County	53C1577	Oleander Avenue	\$0	\$17,584				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1710	Fruitland Avenue	\$0	\$0					Bridge Removed			
07	Los Angeles County	53C1829	Oak Grove Drive	\$0	\$242,594		▲		▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1851	Oak Grove Drive	\$0	\$243,263				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1909	AT & SF Railroad	\$0	\$29,067				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1915	4th Street	\$0	\$37,502		▲	▲	▲	Project Complete	☑	☑	☑

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Barstow	54C0088	North 1st Avenue	\$0	\$350,000	1/1/15	1/1/17	1/1/17	3/1/19	Request Re-Strategy	☑	⊗	⊗
08	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	4/1/14	7/5/15	7/5/15	3/1/17	Request Re-Strategy	☑	☑	⊗
08	Barstow	54C0583	Yucca Street	\$0	\$50,000	4/1/14	12/31/14	12/31/14	12/31/15	Request Re-Strategy	☑	⊗	⊗
08	Colton	54C0077	La Cadena Drive	\$0	\$134,199		12/31/14	No R/W	12/31/16	90% Design	☑	☑	⊗
08	Colton	54C0078	La Cadena Drive	\$0	\$14,911		12/31/13	No R/W	8/31/14	92% Design	☑	☑	⊗
08	Colton	54C0079	La Cadena Drive	\$0	\$14,911		12/31/13	No R/W	8/30/14	92% Design	☑	☑	⊗
08	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285		6/30/14	No R/W	3/31/15	90% Design	☑	☑	⊗
08	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384		12/31/13	No R/W	12/31/15	90% Design	☑	☑	⊗
08	Colton	54C0375	West C Street	\$0	\$14,911		12/31/13	No R/W	8/30/14	92% Design	☑	☑	⊗
08	Colton	54C0384	C Street	\$0	\$22,366		12/31/13	No R/W	8/30/14	92% Design	☑	☑	⊗
08	Colton	54C0599	Rancho Avenue	\$0	\$14,292		12/31/13	No R/W	8/31/14	92% Design	☑	☑	⊗
08	Department of Water Resources	54C0449	Ranchero Street	\$0	\$28,675				6/17/14	Waiting Award	☑	☑	⊗
08	Department of Water Resources	54C0451	Mesquite Street	\$0	\$17,205				6/17/14	Waiting Award	☑	☑	⊗
08	Department of Water Resources	54C0452	Maple Avenue	\$0	\$28,675				6/17/14	Waiting Award	☑	☑	⊗
08	Department of Water Resources	54C0495	Goodwin Drive	\$0	\$17,205				6/17/14	Waiting Award	☑	☑	⊗
08	Department of Water Resources	54C0496	Duncan Road	\$0	\$17,205				6/17/14	waiting Award	☑	☑	⊗
08	Grand Terrace	54C0379	Barton Road	\$0	\$52,188				12/30/14	Waiting Award	☑	☑	⊗
08	Indio	56C0084	Jackson Street	\$0	\$157,218			7/29/13	7/7/14	ROW Started	☑	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	\$0	\$207,710				2/3/14	Waiting Award	☑	☑	⊗
08	Indio	56C0291	Jackson Street	\$0	\$237,795					Project Complete	☑	☑	☑

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Indio	56C0292	North Bound Indio Boulevard	\$2,294	\$125,554			7/15/13	8/4/14	99% ROW	✓	✗	✗
08	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$49,206	12/1/14	6/12/15	No R/W	2/21/18	Request Re-Strategy	✓	✓	✗
08	Loma Linda	54C0130	Anderson Street	\$0	\$25,052					Project Complete	✓	✓	✓
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	\$0	\$1,316,701				1/19/14	91% Construction	✓	✓	✗
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	\$0	\$1,316,701				1/19/14	91% Construction	✓	✓	✗
08	Riverside County	56C0017	River Road	\$0	\$21,678				9/1/13	99% Construction	✓	✓	✗
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$3,670,400	4/15/16	10/15/17	8/10/17	8/25/20	15% Strategy	✓	✓	✗
08	San Bernardino	54C0066	Mount Vernon Avenue	\$0	\$3,452,670		8/18/14	1/19/15	4/10/17	5% Design	✓	✓	✗
10	Department of Water Resources	39C0250	Mccabe Road	\$0	\$17,205				6/17/14	Waiting Award	✓	✓	✗
10	Department of Water Resources	39C0252	Butts Road	\$0	\$28,675				6/17/14	Waiting Award	✓	✓	✗
10	Department of Water Resources	39C0314	Mervel Avenue	\$0	\$22,940				6/17/14	Waiting Award	✓	✓	✗
10	Merced County	39C0339	Canal School Road	\$0	\$0					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	\$0	\$1,168,285				11/1/13	48% Construction	✓	✗	✗
10	San Joaquin County	29C0187	Airport Way	\$0	\$420,730				▲	Project Complete	✓	✓	✓
10	San Joaquin County	38C0032	Mchenry Avenue	\$0	\$238,576		10/1/13	5/1/14	7/2/18	65% Design	✓	✓	✗
10	Stanislaus County	38C0003	Santa Fe Avenue	\$0	\$536,796		10/31/14	10/31/14	6/30/16	40% Design	✓	✓	✗
10	Stanislaus County	38C0004	Hickman Road	\$0	\$820,105		7/1/14	9/1/14	9/30/17	35% Design	✓	✓	✗
10	Stanislaus County	38C0010	Crows Landing	\$0	\$745,550		6/1/14	6/1/15	10/31/17	55% Design	✓	✓	✓
10	Stanislaus County	38C0048	Geer Road	\$0	\$141,655		5/31/14		11/30/14	Waiting Award	✓	✓	✗
10	Stanislaus County	38C0202	Pete Miller Road	\$0	\$44,733		12/31/13	No R/W	10/31/15	Design Phase Started	✓	✓	✗
10	Stanislaus County	39C0001	River Road	\$0	\$670,995		10/31/14	1/29/15	12/28/16	35% Design	✓	✓	✗

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

Phase Complete
 ▲ Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
10	Tracy	29C0126	Eleventh Street	\$0	\$2,278,743		12/30/13	8/15/13	8/30/16	92% Design 80% ROW	✓	✗	✗
11	Del Mar	57C0207	North Torrey Pines Road	\$0	\$2,569,214				12/11/13	88% Construction	✓	✓	✗
11	Imperial County	58C0014	Forrester Road	\$28,675	\$725,569	12/21/13	6/21/16	3/21/15	1/21/17	80% Strategy	✓	✓	✗
11	Imperial County	58C0092	Araz Road	\$0	\$135,116	9/21/13	10/21/14	No R/W	6/21/15	80% Strategy	✓	✓	✗
11	Imperial County	58C0094	Winterhaven Drive	\$0	\$152,780	12/21/13	10/21/14	No R/W	6/21/15	80% Strategy	✓	✓	✗
11	Oceanside	57C0010	Douglas Drive	\$0	\$984,126		10/31/13	12/1/13	2/1/16	20% Design	✓	✗	✗
11	Oceanside	57C0322	Hill Street	\$0	\$1,113,164		6/30/14	8/1/14	2/1/17	33% Design	✓	✗	✗
11	San Diego	57C0015	North Harbor Drive	\$0	\$1,351,438				▲	Project Complete	✓	✓	✓
11	San Diego	57C0416	First Avenue	\$0	\$698,119				▲	Project Complete	✓	✓	✓
11	San Diego	57C0418	Georgia Street	\$0	\$142,549		3/1/14	3/1/14	6/1/15	35% Design	✓	✓	✗
11	Santee	57C0398	Carlton Oaks Drive	\$0	\$46,000		2/28/14	No R/W	7/25/14	5% Design	✓	✗	✗
12	Newport Beach	55C0015	Park Avenue	\$0	\$146,242		5/15/14	8/15/14	9/15/16	10% Design	✓	✓	✗
12	Newport Beach	55C0149L	South Bound Jamboree Road	\$0	\$57,003				▲	Project Complete	✓	✓	✓
12	Newport Beach	55C0149R	North Bound Jamboree Road	\$0	\$28,305				▲	Project Complete	✓	✓	✓
12	Newport Beach	55C0151	Bayside Drive	\$0	\$18,044				▲	Project Complete	✓	✓	✓
12	Orange County	55C0038	Santiago Canyon Road	\$0	\$63,477				▲	Project Complete	✓	✓	✓
12	Orange County	55C0655	John Wayne Airport - Macarthur	\$0	\$457,185	▲			8/30/13	10% Construction	✓	✓	✗
12	Orange County	55C0656	Route 55 Departures	\$0	\$106,800				8/30/13	10% Construction	✓	✓	✗
12	Orange County	55C0657	Macarthur	\$0	\$39,254				8/30/13	10% Construction	✓	✓	✗
12	Orange County	55C0658	Departures Traffic	\$0	\$182,292				8/30/13	10% Construction	✓	✓	✗
			Total	\$1,604,552	\$140,793,793								

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule



FY 2012-13
4th Quarter Report
State-Local Partnership
Program

Quarterly Report to the
California Transportation
Commission



State-Local Partnership Program Progress Report
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SUMMARY:

This report covers the fourth quarter of the State Fiscal Year (FY) 2012-13 for the State-Local Partnership Program (SLPP). There are 279 projects with a total value of \$980.992 million (M) in SLPP funds that have been approved by the California Transportation Commission (Commission) for this program. All \$980.992M has been allocated. There are 260 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. There were 36 projects previously removed from the program which are not included in these numbers, totals or the tables in this report.

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

FORMULA PROGRAM:

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

- Cycle 1: In FY 2008-09, 18 projects were programmed for formula share funding. Nine projects were removed from the program and one was reprogrammed to Cycle two. The 8 remaining projects total \$72.6M in SLPP bond funds. All eight projects have been allocated; two projects had an approved Letter of No Prejudice (LONP) prior to allocation and six projects have been completed.
- Cycle 2: In FY 2009-10, 23 projects were programmed for formula share funding. Five of the projects have been removed from the program; one was re-programmed in Cycle four and one was re-programmed in Cycle five. The remaining 16 projects total \$126.4M in SLPP funds. All 16 of these projects have been allocated; five projects had an approved LONP prior to allocation and eight projects have been completed.
- Cycle 3: In FY 2010-11, 12 projects were programmed for formula share funding. One of these projects was removed from the program. The remaining 11 projects total

\$108.3M in SLPP funds. All 11 of these projects have been allocated; three had an approved LONP prior to allocation and three projects have been completed.

- Cycle 4: In FY 2011-12, 35 projects were programmed for formula share funding. Seven have been removed from the program and eight were reprogrammed to Cycle five. The 20 remaining projects total \$120.4M in SLPP funds. All 20 of these projects have approved allocations; five of these had an approved LONP prior to allocation and two projects have been completed.
- Cycle 5: In FY 2012-13, there were 151 projects programmed for formula share funding, two projects were removed from the program. The remaining 149 projects total \$511.2M in SLPP funding. All 149 of these projects have approved allocations and three have been completed.

COMPETITIVE PROGRAM:

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

The Commission selected projects that met the following specified criteria:

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

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

- Cycle 1: In FY 2008-09, 12 projects were programmed for competitive share funding. One of these projects was previously removed and the 11 remaining projects totaled \$8.6M in programmed SLPP bond funds; that amount was reduced to \$7.6M after bid savings were accounted for on the completed projects. All 11 of these projects have approved allocations; one project had an approved LONP prior to allocation and all projects have been completed.
- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. One of these projects was removed from the program. The 13 remaining projects totaled \$9M in programmed SLPP bond funds; that amount was reduced to \$7.8M

after bid savings were accounted for on the completed projects. All 13 projects have approved allocations; five of these projects had an approved LONP prior to allocation and ten of these projects have been completed.

- Cycle 3: In FY 2010-11, 17 projects were programmed for competitive share funding. Four of these projects were previously removed from the program. The remaining 13 projects totaled \$8.4M in SLPP bond funds; that amount was reduced to \$8.3M after bid savings were accounted for on completed projects. All 13 of these projects have been allocated; three of these projects had an approved LONP prior to allocation and seven projects have been completed.
- Cycle 4: In FY 2011-12, 13 projects were programmed for competitive share funding; three of these projects were removed from the program. The remaining ten projects total \$8.2M in SLPP bond funds. All 10 of these projects have been allocated and two have been completed.
- Cycle 5: In FY 2012-13, 31 projects were programmed for competitive share funding; three of these projects were removed from the program. The remaining 28 projects total \$18M in SLPP bond funds. All 28 of these projects have been allocated.

LONP:

The LONP Guidelines were approved in December 2009. As of June 30 2013, there were 22 projects that were approved for a LONP; all 22 of these projects have since been allocated.

BACKGROUND:

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

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 260 projects shown in the tables in these reports.

COMPLETED PROJECTS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables.

Formula Projects - Status and Detail: Scope Budget and Schedule																	
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	1	MEN	City of Fort Bragg	7615	Street Resurfacing (5)	\$1,445	\$1,445	\$163	8/2013	5/2013	0		X	●	●	●	
2	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	\$22	\$22	\$11	9/2013	6/2013	0		X	●	●	●	
3	1	MEN	City of Willits	7614	Street Rehab (5)	\$712	\$712	\$116	6/2013	5/2013	1%		X	●	●	●	
4	1	NEV	Nevada City	7692	New Mohawk Grinding & Paving (5)	\$101	\$101	\$41	7/2013	6/2013	0		X	●	●	●	
5	3	NEV	Truckee	7548	2013 Slurry Seal (5)	\$660	\$660	\$71	6/2013	3/2013	1%		X	●	●	●	
6	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	\$38,750	\$30,448	\$8,586	9/2012	4/2012	7%		X	●	●	●	
7	3	SAC	City of Rancho Cordova	7474	Folsom Blvd Enhancement, Ph 2 (3)	\$6,837	\$6,037	\$2,724	9/2011	10/2011	100%	5/2013	X	●	●	●	
8	3	SAC	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	\$31,500	\$31,500	\$7,200	11/2011	10/2011	95%		X	●	●	●	
9	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	\$82,917	\$70,056	\$7,691	1/2013	12/2012	3%		X	●	●	●	
10	3	SAC	Caltrans		Sac 50 – HOV (1)	\$128,536	\$100,736	\$7,214	10/2009	6/2009	100%		X	●	●	●	
11	4	ALA	Alameda Cty Transit	7502	Bus Procurement Program (2,5)	\$52,434	\$52,434	\$21,007	1/2012	10/2011 9/2012	95%		X	●	●	●	
12	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	\$890,000	\$746,904	\$99,180	6/2011	1/2010 1/2010 1/2011 10/2011 9/2012	38%		X	●	●	●	
13	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	\$484,111	\$454,081	\$20,000	11/2010	1/2011 10/2011 12/2012	74%		X	●	●	●	
14	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	\$83,967	\$48,717	\$9,984	10/2011	10/2011 10/2011	43%		X	●	●	●	
15	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	\$92,407	\$59,775	\$8,534	4/2012	1/2012 1/2012	30%		X	●	●	●	
16	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	\$88,161	\$76,740	\$5,868	10/2012	8/2012	13%		X	●	●	●	
17	4	CC	City of El Cerrito	7693	2013 Street Improvements (5)	\$832	\$751	\$354	6/2013	6/2013	2%		X	●	●	●	
18	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Transit (4,5)	\$397,060	\$294,970	\$8,322	12/2011	12/2011 8/2012	32%		X	●	●	●	
19	4	SF	Caltrans		Doyle Drive (5)	\$849,169	\$605,799	\$19,366		6/2013	0			●	●	◆	
20	4	SM	SanMateo Cnty Transit District	7492	Replacement Mini Vans (3)	\$604	\$604	\$100	9/2011	1/2011	100%	2/2012	X	●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																	
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
21	4	SM	SanMateo Cnty Transit District	7493	Bus Washer (3)	\$676	\$676	\$150	2/2012	1/2011	100%	12/2012	X		●	●	●
22	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4,5)	\$227,691	\$203,700	\$6,300	10/2011	10/2011 5/2013	1%		X		●	●	◆
23	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	\$2,600	\$2,600	\$233	3/2013	3/2013	5%		X		●	●	●
24	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	\$35,630	\$34,279	\$5,505	1/2013	12/2012	10%		X		●	●	●
25	4	SM	Sam Trans	7694	Communications System Upgrade (5)	\$13,400	\$13,400	\$101	7/2013	5/2013	0		X		●	●	●
26	4	SM	City of Brisbane	7647	School Crossing Safety Systems (5)	\$74	\$74	\$37	8/2013	5/2013	0		X		●	●	●
27	4	SM	City of Brisbane	7649	Sidewalk Improvement (5)	\$100	\$100	\$50	8/2013	5/2013	0		X		●	●	●
28	4	SM	City of Brisbane	7648	Bayshore Drive Rehab (5)	\$120	\$120	\$60	8/2013	5/2013	0		X		●	●	●
29	4	SM	City of Burlingame	7646	Street Resurfacing (5)	\$1,000	\$950	\$411	8/2013	5/2013	0		X		●	●	●
30	4	SM	City of Colma	7644	Hillside Blvd Pavement Rehab (5)	\$144	\$144	\$49	6/2013	3/2013	100%		X		●	●	●
31	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	\$1,090	\$990	\$495	7/2013	5/2013	0		X		●	●	●
32	4	SM	City of Foster City	7639	Street Resurfacing (5)	\$1,016	\$1,016	\$508	5/2013	1/2013	1%		X		●	●	●
33	4	SM	City of Half Moon Bay	7651	Road Rehab (5)	\$484	\$484	\$242	9/2013	5/2013	0		X		●	●	●
34	4	SM	City of Hillsborough	7645	Street Rehab (5)	\$914	\$914	\$457	5/2013	3/2013	33%		X		●	●	●
35	4	SM	City of San Bruno	7637	Road Rehab (5)	\$1,287	\$1,247	\$431	6/2013	5/2013	10%		X		●	●	●
36	4	SM	City of San Mateo	7641	Citywide Street Rehab (5)	\$1,280	\$1,280	\$613	6/2013	3/2013	1%		X		●	●	●
37	4	SM	City of So San Francisco	7642	2013 Street Rehab (5)	\$1,014	\$1,004	\$502	8/2013	5/2013	0		X		●	●	●
38	4	SM	City of Woodside	7657	Road Rehab (5)	\$534	\$534	\$267	8/2013	5/2013	0		X		●	●	●
39	4	SM	San Mateo Cnty	7654	Street Resurfacing (5)	\$1,850	\$1,850	\$605	8/2013	5/2013	0		X		●	●	●
40	4	SM	San Mateo Cnty	7643	Alpine Rd at Hwy 280 Resurface (5)	\$625	\$625	\$88	8/2013	5/2013	0		X		●	●	●
41	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	\$213,112	\$213,112	\$34,865	6/2012	5/2013 5/2013	1%		X		●	●	●
42	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	\$49,208	\$33,400	\$3,693	10/2012	4/2012 9/2012	9%		X		●	●	●
43	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	5/2012	10%		X		●	●	●
44	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	\$41,388	\$26,798	\$4,610	2/2013	9/2012	3%		X		●	●	●
45	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	\$74,824	\$63,376	\$5,812	12/2012	8/2012	5%		X		●	●	●

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46	5	SB	Santa Barbara County	7684	Overlay Various County Roads (5)	\$1,109	\$1,109	\$242	10/2013	5/2013	0		X	●	●	●	
47	5	SB	City of Goleta	7678	Patterson Avenue Sidewalk Infill (5)	\$335	\$314	\$54	8/2013	5/2013	0		X	●	●	●	
48	5	SB	City of Lompoc	7673	2013 Laurel Avenue Rehab (5)	\$300	\$300	\$77	11/2013	5/2013	0		X	●	●	●	
49	5	SB	City of Santa Barbara	7686	Carillo Street Pavement Overlay (5)	\$320	\$320	\$160	5/2013	5/2013	1%		X	●	●	●	
50	5	SB	City of Santa Maria	7510	Union Valley Parkway Arterial – Ph II (5)	\$5,039	\$5,039	\$2,163	3/2013	12/2012	20%		X	●	●	●	
51	5	SB	City of Santa Maria	7683	Central Santa Maria Roadway Repairs (5)	\$600	\$600	\$180	8/2013	5/2013	0		X	●	●	●	
52	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	\$43,600	\$23,000	\$11,500	6/2013	1/2013	1%		X	●	●	●	
53	6	FRE	City of Clovis	7663	Temperance – Bullard to Herndon (5)	\$2,597	\$2,597	\$1,298	5/2013	1/2013	6%		X	●	●	●	
54	6	FRE	City of Clovis	7662	Herndon Ave – Clovis to Fowler (5)	\$1,598	\$1,598	\$799	4/2013	1/2013	1%		X	●	●	●	
55	6	FRE	City of Clovis	7680	Temperance Ave Improvements (5)	\$1,594	\$1,594	\$728	12/2013	6/2013	0		X	●	●	●	
56	6	FRE	City of Fresno	7668	Peach Ave – Kings Canyon Rd to Belmont (5)	\$12,311	\$7,300	\$3,650	6/2013	1/2013	1%		X	●	●	●	
57	6	FRE	City of Fresno	7667	Willow Ave – Barstow Ave to Escalon Ave (5)	\$2,367	\$1,930	\$965	9/2013	3/2013	0		X	●	●	●	
58	6	FRE	City of Fresno	7675	Herndon EB Widening (5)	\$2,044	\$1,715	\$818	11/2013	6/2013	0		X	●	●	●	
59	6	FRE	City of Fresno	7685	180 West Frontage Road (5)	\$7,519	\$4,426	\$2,213	8/2013	6/2013	0		X	●	●	●	
60	6	MAD	Madera County	7549	Avenue 9 Improvements (5)	\$3,419	\$3,204	\$1,454	6/2013	3/2013	1%		X	●	●	●	
61	6	MAD	City of Chowchilla	7613	Presidential Street Resurfacing (5)	\$527	\$480	\$240	11/2013	6/2013	0		X	●	●	●	
62	6	MAD	City of Madera	7486	3R & ADA – South Gateway Drive (3)	\$437	\$417	\$206	4/2013	10/2012	1%		X	●	●	●	
63	6	MAD	City of Madera	7485	3R & ADA – D Street and Almond Ave (3)	\$566	\$546	\$273	4/2013	10/2012	1%		X	●	●	●	
64	6	MAD	City of Madera	7541	4 th Street – Pine Street to K Street (5)	\$1,512	\$1,360	\$567	6/2013	1/2013	1%		X	●	●	●	
65	6	TUL	Tulare County	7431	Road 80 Widening - Phase 1A (1)	\$6,000	\$6,000	\$2,294	8/2010	5/2010	100%	1/2013	X	●	●	●	
66	6	TUL	Tulare County	7429	Road 108 Widening (2)	\$12,149	\$12,149	\$2,295	2/2011	1/2011	100%	6/2013	X	●	●	●	
67	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	12/2013	6/2013	0		X	●	●	●	
68	7	LA	LA County Metropolitan Transp Auth	7449	I-10 & I-110 Convert HOV to HOT Lanes (2)	\$120,635	\$113,287	\$20,000	7/2011	1/2011	100%	2/2013	X	●	●	●	
69	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	\$324,100	\$288,700	\$32,300	7/2009	1/2011 1/2011	98%		X	●	●	●	

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70	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (3,4)	\$77,100	\$77,100	\$38,550	12/2011	1/2011 2/2012	90%	X		●	●	●	
71	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	\$297,070	\$297,070	\$36,250	1/2013	8/2012	1%	X		●	●	●	
72	7	LA	LA County Metropolitan Transp Autho	7664	Exposition Light Rail (5)	\$110,315	\$101,930	\$28,259	6/2013	3/2013	0		X	●	●	◆	
73	7	LA	LA County Metropolitan Transp Autho	7695	Crenshaw LAX Transit Corridor (5)	\$1,762,725	\$1,571,975	\$49,529	7/2013	5/2013	0		X	●	●	●	
74	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	\$231,112	\$209,282	\$20,000	1/2011	1/2011 8/2011	72%	X		●	●	●	
75	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	\$236,001	\$136,075	\$25,075	5/2010	5/2009	69%	X		●	●	●	
76	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	6/2010	30%	X		●	●	●	
77	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$341,859	\$195,787	\$13,061	10/2012	5/2012	1%	X		●	●	●	
78	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	\$23,500	\$23,500	\$7,000	9/2013	3/2013	0		X	●	●	●	
79	8	RIV	City of Indian Wells	7556	Highway 111 Improvements (5)	\$3,100	\$3,100	\$1,550	7/2013	3/2013	0		X	●	●	●	
80	8	RIV	City of Indio	7544	Monroe Street Improvements (5)	\$2,750	\$2,750	\$1,375	10/2012	10/2012	99%	X		●	●	●	
81	8	RIV	City of Indio	7545	Varner Road / Jefferson Street Improv. (5)	\$4,500	\$4,500	\$2,253	8/2013	6/2013	0		X	●	●	●	
82	8	RIV	City of Murrieta	7636	I-15 / Los Alamos Rd OC (5) (Also Receiving Competitive Funds)	\$8,900	\$8,900	\$2,500	4/2013	1/2013	1%	X		●	●	●	
83	8	RIV	City of La Quinta	7656	Rte 111 / Washington St Int Improv (5)	\$566	\$566	\$283	7/2013	6/2013	0		X	●	●	●	
84	8	RIV	City of Palm Desert	7640	I-10 / Monterey Ave I/C Ramp Mod (5)	\$8,361	\$8,361	\$2,800	12/2013	5/2013	0		X	●	●	●	
85	8	RIV	Riverside Cnty	7652	Fred Waring Drive Widening (5)	\$9,432	\$8,000	\$4,000	12/2013	6/2013	0		X	●	●	●	
86	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	\$1,344,829	\$942,109	\$37,173	5/2013	3/2013	1%	X		●	●	●	
87	8	SBD	SANBAG	7538	I-15 / Rancho Rd Interchange (4)	\$57,622	\$44,221	\$4,550	8/2012	5/2012	22%	X		●	●	●	
88	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	\$92,757	\$66,347	\$10,921	12/2013	6/2013	0		X	●	●	●	
89	8	SBD	San Bernardino County	7658	Maple Lane Improvements (5)	\$2,892	\$2,604	\$1,302	4/2013	3/2013	2%	X		●	●	●	
90	8	SBD	Town of Apple Valley	7682	Yucca Loma Bridge and Yates Road (5)	\$42,525	\$41,762	\$9,712	11/2013	6/2013	0		X	●	●	●	

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91	8	SBD	City of Big Bear Lake	7666	Village "L" St Improvements Var Loc (5)	\$4,710	\$4,541	\$1,200	4/2013	1/2013	50%		X		●	●	●
92	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	\$82,016	\$71,300	\$7,210	12/2013	6/2013	0		X		●	●	●
93	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	\$55,195	\$50,800	\$19,490	9/2013	12/2013	0		X		●	●	●
94	8	SBD	City of Twenty Nine Palms	7659	National Park Drive Improvements (5)	\$850	\$815	\$400	7/2013	1/2013	0		X		●	●	●
95	8	SBD	City of Yucca Valley	7660	Rte 62 Imp. - Apache Trail to Palm Ave (5)	\$3,801	\$2,930	\$723	8/2013	3/2013	0		X		●	●	●
96	8	SBD	City of Yucca Valley	7661	Rte 62 Imp. – La Honda to Dumosa (5)	\$3,702	\$2,594	\$778	7/2013	1/2013	0		X		●	●	●
97	10	SJ	City of Stockton	7448	Lower Sacramento Rd Grade Separation (2)	\$34,400	\$30,040	\$5,100	10/2010	4/2010	95%		X		●	●	●
98	10	SJ	City of Stockton	7533	I-5 French Camp Road I/C (4)	\$50,644	\$31,100	\$3,800	10/2012	4/2012	21%		X		●	●	●
99	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	\$214,458	\$113,958	\$16,065	10/2012	6/2012 1/2013	16%		X		●	●	●
100	11	IMP	Imperial County	7561	Dogwood Road (5)	\$1,802	\$1,802	\$901	9/2013	3/2013	0		X		●	●	●
101	11	IMP	Imperial County	7560	Willoughby Road (5)	\$1,300	\$1,300	\$650	9/2013	3/2013	0		X		●	●	●
102	11	IMP	City of Brawley	7550	Eastern Avenue Rehab (5)	\$1,250	\$1,250	\$625	6/2013	3/2013	1%		X		●	●	●
103	11	IMP	City of Calexico	7563	5 th Street Repaving (5)	\$1,030	\$1,030	\$515	9/2013	3/2013	0		X		●	●	●
104	11	IMP	City of Calexico	7562	Downtown Repaving (5)	\$800	\$800	\$400	9/2013	3/2013	0		X		●	●	●
105	11	IMP	City of Calipatria	7552	Lake Avenue Improvements (5)	\$271	\$271	\$133	6/2013	3/2013	1%		X		●	●	●
106	11	IMP	City of El Centro	7553	FY 2013 Streets Rehab (5)	\$2,073	\$2,073	\$1,036	8/2013	3/2013	0		X		●	●	●
107	11	IMP	City of Holtville	7551	Grape Avenue Improvements (5)	\$323	\$323	\$161	6/2013	3/2013	5%		X		●	●	●
108	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	\$768	\$768	\$384	9/2013	3/2013	0		X		●	●	●
109	11	IMP	City of Westmorland	7554	6 th Street and G Street Improvements (5)	\$136	\$136	\$68	8/2013	3/2013	0		X		●	●	●
110	11	IMP	San Diego Assoc of Gov	7497	Blue Line Light Rail Vehicles (2)	\$233,178	\$233,178	\$31,097	1/2011	1/2011	98%		X		●	●	●
111	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	\$43,393	\$38,479	\$10,200	9/2011	10/2011	98%		X		●	●	●
112	11	SD	San Diego Assoc of Gov	7531	Blue Line Station Rehab (5)	\$136,818	\$135,761	\$30,993	6/2013	8/2012 5/2013	1%		X		●	●	●
113	11	SD	San Diego Assoc of Gov	7559	Blue Line Traction and Power Substation (5)	\$19,019	\$16,587	\$4,658	9/2012	8/2012	40%		X		●	●	●
114	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	10/2011	23%		X		●	●	●
115	11	SD	Caltrans		I-5 Genessee Avenue Interchange (5)	\$83,944	\$64,857	\$8,000	10/2013	5/2013	0		X		●	●	●

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116	12	ORA	Orange County	7608	Moulton Pkwy – Smart Street, Seg 3 (5)	\$7,986	\$6,842	\$3,422	12/2012	6/2012	13%	X		●	●	●	
117	12	ORA	Orange County	7504	Cow Camp Rd (5)	\$39,900	\$37,900	\$4,160	10/2013	5/2013	0		X	●	●	●	
118	12	ORA	Orange County	7543	La Pata Avenue (5)	\$57,220	\$45,220	\$5,110	11/2013	6/2013	0		X	●	●	●	
119	12	ORA	Orange County	7609	Skyline Drive Reconstruction (5)	\$580	\$504	\$252	7/2013	3/2013	0		X	●	●	●	
120	12	ORA	Orange County	7610	Dale Street Reconstruction (5)	\$262	\$215	\$107	6/2013	3/2013	1%	X		●	●	●	
121	12	ORA	Orange County	7650	La Colina Drive Pavement Rehab (5)	\$1,818	\$1,665	\$815	6/2013	3/2013 6/2013	20%	X		●	●	●	
122	12	ORA	Orange County Transp Auth	7542	Laguna Niguel / Mission Viejo Metrolink (5)	\$4,132	\$1,381	\$695	3/2013	9/2012	14%	X		●	●	●	
123	12	ORA	City of Aliso Viejo	7565	Aliso Creek Rehab (5)	\$743	\$644	\$318	7/2013	3/2013	0		X	●	●	●	
124	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	\$8,961	\$8,961	\$3,393	8/2013	5/2013	0		X	●	●	●	
125	12	ORA	City of Anaheim	7582	Sunkist Street Improvements (5)	\$1670	\$1670	\$835	4/2013	12/2012	10%	X		●	●	●	
126	12	ORA	City of Anaheim	7581	Orange Avenue Improvements (5)	\$348	\$348	\$174	5/2013	12/2012	1%	X		●	●	●	
127	12	ORA	City of Anaheim	7583	Knott Avenue Improvements (5)	\$448	\$448	\$224	5/2013	12/2012	1%	X		●	●	●	
128	12	ORA	City of Anaheim	7584	Tustin Ave / Riverdale Ave Improvement (5)	\$554	\$554	\$277	4/2013	12/2012	10%	X		●	●	●	
129	12	ORA	City of Anaheim	7585	Broadway Improvements (5)	\$374	\$374	\$187	5/2013	12/2012	1%	X		●	●	●	
130	12	ORA	City of Anaheim	7580	Anaheim Blvd Improvements (5)	\$664	\$664	\$332	5/2013	12/2012	1%	X		●	●	●	
131	12	ORA	City of Brea	7570	Lambert Rd Ph 2 Rehab (5)	\$794	\$794	\$362	9/2013	3/2013	0		X	●	●	●	
132	12	ORA	City of Buena Park	7618	La Palma Ave Rehab-Beach Blvd/ECL (5)	\$1,182	\$1,142	\$571	9/2013	3/2013	0		X	●	●	●	
133	12	ORA	City of Costa Mesa	7567	Redhill Avenue Rehab (5)	\$1,901	\$1,901	\$922	6/2013	1/2013	1%	X		●	●	●	
134	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	\$4,779	\$3,914	\$1,482	9/2013	5/2013	0		X	●	●	●	
135	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	\$439	\$378	\$168	8/2013	3/2013	0		X	●	●	●	
136	12	ORA	City of Cypress	7569	Valley View Ave Overlay (5)	\$438	\$402	\$180	7/2013	3/2013	0		X	●	●	●	
137	12	ORA	City of Dana Point	7566	Residential Rehab (5)	\$824	\$824	\$318	5/2013	1/2013	1%	X		●	●	●	
138	12	ORA	City of Fountain Valley	7575	Brookhurst Street Improvement (5)	\$933	\$933	\$396	8/2013	3/2013	0		X	●	●	●	
139	12	ORA	City of Fullerton	7573	Magnolia Avenue Reconstruction (5)	\$1,230	\$1,100	\$410	7/2013	1/2013	0		X	●	●	●	
140	12	ORA	City of Fullerton	7572	Berkeley Avenue Reconstruction (5)	\$780	\$700	\$343	5/2013	1/2013	1%	X		●	●	●	
141	12	ORA	City of Garden Grove	7571	Local Road Rehab (5)	\$1,684	\$1,684	\$842	7/2013	3/2013	0		X	●	●	●	
142	12	ORA	City of Huntington Beach	7574	Goldenwest St & Garfield Ave Rehab (5)	\$2,266	\$2,266	\$1,133	5/2013	12/2012	1%	X		●	●	●	

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143	12	ORA	City of Irvine	7605	Jamboree Road Rehab (5)	\$1,030	\$860	\$435	7/2013	1/2013	0		X	●	●	●	
144	12	ORA	City of Irvine	7604	Campus Drive Rehab (5)	\$2,680	\$2,500	\$1,138	6/2013	1/2013 6/2013	1%	X		●	●	●	
145	12	ORA	City of La Habra	7603	Idaho Street Rehab (5)	\$492	\$492	\$246	5/2013	3/2013	99%		X	●	●	●	
146	12	ORA	City of La Palma	7576	La Palma Ave Rehab-Valley View/WCL (5)	\$676	\$636	\$318	9/2013	3/2013	0		X	●	●	●	
147	12	ORA	City of Laguna Beach	7611	Trolley Bus Acquisition (5)	\$636	\$636	\$318	6/2013	1/2013	50%	X		●	●	●	
148	12	ORA	City of Laguna Hills	7598	El Toro Rd / Ridge Route Dr Reconstruction (5)	\$1,280	\$1,280	\$343	6/2013	1/2013	1%	X		●	●	●	
149	12	ORA	City of Laguna Niguel	7577	La Paz Road Rehab (5)	\$826	\$826	\$413	8/2013	3/2013	0		X	●	●	●	
150	12	ORA	City of Laguna Woods	7616	El Toro Rd Reconstruction (5)	\$591	\$591	\$293	8/2013	3/2013	0		X	●	●	●	
151	12	ORA	City of Lake Forest	7578	Lake Forest Dr / Rockfield Bl Resurface (5)	\$1,035	\$1,035	\$479	8/2013	3/2013	0		X	●	●	●	
152	12	ORA	City of Los Alamitos	7617	Business Area Street Improvement (5)	\$636	\$636	\$318	7/2013	3/2013	0		X	●	●	●	
153	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	\$7,519	\$5,548	\$1,275	11/2013	5/2012	0		X	●	●	●	
154	12	ORA	City of Mission Viejo	7503	Oso Parkway Widening (5)	\$5,579	\$3,180	\$1,204	5/2014	5/2013	0		X	●	●	◆	
155	12	ORA	City of Mission Viejo	7597	Jeronimo Road Resurfacing (5)	\$1,378	\$1,278	\$574	4/2013	12/2012	10%	X		●	●	●	
156	12	ORA	City of Newport Beach	7593	Balboa Blvd / Channel Rd (5)	\$1,586	\$1,386	\$693	2/2013	1/2013	100%	X		●	●	●	
157	12	ORA	City of Orange	7591	Jamboree Rd Rehab (5)	\$2,112	\$2,072	\$1,036	5/2013	3/2013	50%	X		●	●	●	
158	12	ORA	City of Placentia	7599	Rose Dr / Yorba Linda Blvd (5)	\$300	\$300	\$95	4/2013	1/2013	1%	X		●	●	●	
159	12	ORA	City of Placentia	7600	Valencia Avenue Rehab (5)	\$636	\$636	\$318	5/2013	1/2013	1%	X		●	●	●	
160	12	ORA	City of Rancho Santa Margarita	7606	Santa Margarita Parkway Rehab (5)	\$600	\$535	\$99	4/2013	1/2013	95%	X		●	●	●	
161	12	ORA	City of Rancho Santa Margarita	7607	Residential Rd Rehab (5)	\$500	\$480	\$216	4/2013	1/2013	95%	X		●	●	●	
162	12	ORA	City of San Clemente	7602	Camino De Los Mares Rehab (5)	\$1,400	\$1,400	\$318	9/2013	3/2013	0		X	●	●	●	
163	12	ORA	City of San Juan Capistrano	7592	Local Street Rehab (5)	\$804	\$804	\$318	9/2013	3/2013	0		X	●	●	●	
164	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	\$9,600	\$9,600	\$3,120	3/2013	8/2012	5%	X		●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																	
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
165	12	ORA	City of Santa Ana	7601	Broadway & McFadden Rehab (5)	\$3,765	\$3,765	\$1,551	9/2013	3/2013	0		X	●	●	●	
166	12	ORA	City of Seal Beach	7596	Arterial and Local Street Rehab (5)	\$655	\$655	\$318	6/2013	3/2013	90%	X		●	●	●	
167	12	ORA	City of Stanton	7590	Citywide Street Rehab (5)	\$817	\$817	\$318	3/2013	3/2013	100%	X		●	●	●	
168	12	ORA	City of Tustin	7587	Newport Avenue Bike Trail Reconstruct (5)	\$450	\$400	\$200	8/2013	3/2013	0		X	●	●	●	
169	12	ORA	City of Tustin	7535	Tustin Ranch Road Extension (4,5)	\$27,752	\$25,837	\$4,927	8/2012	5/2012 6/2013	35%	X		●	●	●	
170	12	ORA	City of Tustin	7588	Enderle Ctr / Vandenburg Ln Intersection (5)	\$145	\$70	\$35	8/2013	3/2013	0		X	●	●	●	
171	12	ORA	City of Tustin	7586	Irvine Blvd & McFadden Ave Rehab (5)	\$913	\$828	\$358	8/2013	3/2013	0		X	●	●	●	
172	12	ORA	City of Villa Park	7594	Street Rehab (5)	\$651	\$651	\$125	12/2013	6/2013	0		X	●	●	●	
173	12	ORA	City of Westminster	7589	Brookhurst Street Improvements (5)	\$1,212	\$1,212	\$520	9/2013	3/2013	0		X	●	●	●	
174	12	ORA	City of Yorba Linda	7595	Yorba Linda Blvd Rehab (5)	\$761	\$674	\$336	6/2013	1/2013	20%	X		●	●	●	
175	12	ORA	Caltrans		I-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	11/2013	6/2013	0		X	●	●	●	
176	12	ORA	Caltrans		SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	\$41,930	\$28,000	\$14,000	11/2013	6/2013	0		X	●	●	●	
Totals								\$928M									

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

Formula Projects - Completed														
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
177	3	NEV	Truckee	Annual Slurry Seal Project (2)	\$673	\$505.6	\$673	\$505.6	\$163	\$163	\$0	5/2010	07/29/10	10/08/10
178	3	NEV	Truckee	2012 Slurry Seal Project (4)	\$825	\$606.4	\$825	\$606.4	\$144	\$144	\$0	10/2011	06/07/12	09/14/12
179	3	NEV	Nevada City	Nevada City Paving- Various Locations (2)	\$62	\$74.6	\$62	\$74.6	\$31	\$31	\$0	1/2011	06/08/11	06/14/11
180	4	SM	SMCTD	Purchase Buses for Paratransit (2)	\$241	\$171.8	\$241	\$171.8	\$49	\$27	\$22	1/2011	09/14/11	02/28/12
181	4	SON	City of Santa Rosa	Hybrid Bus Acquisition (1)	\$2,400	\$2,400	\$2,400	\$2,400	\$1,200	\$1,200	\$0	1/2010	03/30/10	10/19/11
182	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4)	\$5,820	\$5,721.5	\$5,820	\$5,721.5	\$427	\$427	\$0	10/2011	11/23/11	05/04/12
183	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1)	\$320	\$416.1	\$309	\$405.1	\$150	\$150	\$0	1/2010	07/12/10	10/06/10
184	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2)	\$1,195	\$2,022	\$742	\$727	\$371	\$364	\$7	5/2010	07/11/11	01/24/12
185	6	MAD	City of Madera	Rehab, Resurface, Reconstruct & ADA (2)	\$356	\$366.9	\$336	\$346.9	\$150	\$150	\$0	4/2010	10/06/10	12/21/11
186	6	MAD	City of Madera	Street 3R and ADA Improvements (2)	\$365	\$252.4	\$355	\$242.4	\$137	\$122	\$15	1/2011	7/06/11	12/21/11
187	12	ORA	City of Brea	Imperial Hwy and Assoc. Rd Smart St. (1)	\$1,900	\$1,292	\$1,900	\$1,292	\$200	\$200	\$0	4/2010	10/25/10	06/30/11
Total SLPP									\$3.022M	\$2.978M	\$44K			

SLPP Corrective Actions – Formula Projects

Project 19: Doyle Drive

Project total cost was reduced from \$954.847M to \$849.169M. Construction cost was increased from \$200M to \$605.799M. Project was allocated in June 2013. There has not been a construction start date submitted for this project.

Project 22: Positive Train Control

Project was allocated in October 2011 and May 2013. A LONP was approved in August 2011. PCJPB is now reporting a construction start date of October 2013.

Project 72: Exposition Light Rail

Project was allocated in March 2013. LACMTA is reporting a construction start date of April 2010. Project was supposed to be split into phases but LACMTA isn't reporting that information.

Project 154: Oso Parkway Widening

Construction start date is being moved to May 2014. A time extension request is expected to be presented at the October 2013 CTC meeting.

SLPP Updates – Formula Projects

Project 26: School Crossing Safety Systems

Construction start date was moved from May 2013 to August 2013. Project was allocated in May 2013.

Project 27: Sidewalk Improvements

Construction start date was moved from May 2013 to August 2013. Project was allocated in May 2013.

Project 28: Bayshore Drive Rehab

Construction start date was moved from May 2013 to August 2013. Project was allocated in May 2013.

Project 37: 2013 Street Rehab

Construction start date was moved from May 2013 to August 2013. Project was allocated in May 2013.

Project 41: BART – Vehicle Procurement

Project total cost was decreased from \$262.517M to \$213.112M. Construction cost was also reduced from \$262.517M to \$213.112M. SLPP funds were increased from \$34.76M to \$34.865M.

Project 50: Union Valley Parkway Arterial PhIII

Project total cost was reduced from \$5.752M to \$5.039M. Construction cost was also reduced from \$5.752M to \$5.039M. SLPP funds were reduced from \$2.876M to \$2.163M.

Project 69: LA San Fernando Valley Transit Extension

Project total cost was reduced from \$324.764M to \$324.1M. Construction cost was increased from \$287.102M to \$288.7M. SLPP funds were reduced from \$40.3M to \$32.3M.

Project 72: Exposition Light Rail Transit – Ph II

Due to the project being divided into phases the project total cost for this phase is now \$110.315M. Construction costs for this phase are now \$101.93M. SLPP funds are still \$28.259M. The entire project cost is \$1.309 Billion and the entire cost of construction is \$987.163M.

Project 78: Foothill Parkway Westerly Extension

Construction start date is being moved from June 2013 to September 2013. Project was allocated in March 2013.

Project 79: Highway 111 Improvements

Construction start date is being moved from June 2013 to July 2013. Project was allocated in March 2013.

Project 84: I-10 / Monterey Avenue I/C Ramp Modification

Construction start date was moved from August 2013 to December 2013. Project was allocated in May 2013.

Project 85: Fred Waring Drive Improvements

Construction start date was moved from September 2013 to December 2013. Project was allocated in June 2013.

Project 92: Milliken Ave RR Grade Separation

Project total cost was increased from \$75.996M to \$82.016M. Construction cost was increased from \$66M to \$71.3M. SLPP funds were decreased from \$20.13M to \$7.21M. SLPP funds were moved from Cycle 4 and reprogrammed in Cycle 5. Construction start date was moved from July 2013 to December 2013. Project was allocated in June 2013.

Project 93: Vineyard Avenue RR Grade Separation

Project total cost was reduced from \$60.589M to \$55.195M. Construction cost was increased from \$47.3M to \$50.8M. SLPP funds were increased from \$15.025M to \$19.49M. SLPP funds were moved from Cycle 4 and reprogrammed in Cycle 5. Construction start date was moved from July 2013 to September 2013. Project was allocated in June 2013.

Project 112: Blue Line Station Rehab

Cycle four funds were de-allocated in June 2013 and all funds were moved to Cycle 5. Project total cost was reduced from \$146.208M to \$136.818M. Construction cost was reduced from \$139.822M to \$135.761M. SLPP funds were changed from \$40.978M to \$30.993M.

Project 117: Cow Camp Road – Segment 1

Project total cost was increased from \$31.434M to \$39.9M. Construction costs were increased from \$29.434M to \$37.9M. SLPP funds were increased from \$3.717M to \$4.16M. Construction start date has been changed from July 2013 to October 2013.

Project 120: Dale Street Reconstruction

Project total cost was reduced from \$363,000 to \$262,000. Construction costs were reduced from \$316,000 to \$215,000. SLPP funds were reduced from \$158,000 to \$107,000.

Project 121: La Colina Drive Pavement Rehabilitation

Project total cost was increased from \$1.681M to \$1.818M. Construction costs were increased from \$1.344M to \$1.665M. SLPP funds were increased from \$764,000 to \$815,000.

Project 134: Harbor Boulevard and Adams Street Improvements

Construction start date was moved from May 2013 to September 2013. Project was allocated in May 2013.

Project 135: Cerritos Avenue Widening

Construction start date was moved from May 2013 to August 2013. Project was allocated in March 2013.

Project 136: Valley View Overlay

Construction start date was moved from May 2013 to July 2013. Project was allocated in March 2013.

Project 143: Jamboree Road Rehabilitation

Project total cost was reduced from \$1.628M to \$1.030M. Construction cost was reduced from \$1.468M to \$860,000. SLPP funds were reduced from \$600,000 to \$435,000.

Project 144: Campus Drive Rehabilitation

Project total cost was decreased from \$2.774M to \$2.68M. Construction costs were reduced from \$2.594M to \$2.5M. SLPP funds were increased from \$973,000 to \$1.138M.

Project 145: Idaho Street Rehabilitation

Project was allocated in March 2013. Project total cost was reduced from \$628,000 to \$492,000. Construction cost was also reduced from \$628,000 to \$492,000. SLPP funds were reduced from \$314,000 to \$246,000.

Project 149: La Paz Road Rehab

Construction start date was moved from April 2013 to August 2013. Project was allocated in March 2013.

Project 150: El Toro Road Reconstruction

Construction start date was moved from May 2013 to August 2013. Project was allocated in March 2013.

Project 167: Citywide Street Rehab

Project total cost was increased from \$636,000 to \$817,000. Construction cost also increased from \$636,000 to \$817,000. Project is now complete.

Project 169: Tustin Ranch Road Extension

Project total cost increased from \$21.303M to \$27.752M. Construction costs increased from \$19.388M to \$25.837M. SLPP funds were increased from \$4.51M to \$4.927M.

Project 171: Irvine and McFadden Avenue Rehab

Construction start date was moved from May 2013 to August 2013. Project was allocated in March 2013.

Project 172: Villa Park Street Rehabilitation

SLPP funds were reduced from \$318,000 to \$125,000. Project costs didn't change.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
188	3	ED	El Dorado County	7527	Pleasant Valley Rd/ Patterson Dr. (4)	\$4,107	\$2,442	\$600	12/2013	6/2013	0		X	●	●	●	
189	3	ED	El Dorado County	7526	Silva Valley Parkway / US 50 IC (4)	\$52,323	\$38,200	\$1,000	1/2014	1/2013	0		X	●	●	◆	
190	3	PLA	Placer County	7621	Kings Beach Commercial Core Imp (5)	\$45,875	\$33,025	\$1,000	10/2013	6/2013	0		X	●	●	●	
191	3	PLA	Placer County	7619	Auburn / Folsom Rd Widen, North Ph (5)	\$7,770	\$6,670	\$1,000	7/2013	6/2013	0		X	●	●	●	
192	3	PLA	City of Lincoln	7525	Nicolaus Rd Widening (4)	\$1,646	\$1,380	\$758	8/2012	6/2012	100%	4/2013	X	●	●	●	
193	3	PLA	City of Lincoln	7620	Nelson Lane Improvements (5)	\$1,400	\$1,200	\$600	8/2013	6/2013	0		X	●	●	●	
194	3	PLA	City of Roseville	7622	Blue Oaks Blvd Widening (5)	\$4,150	\$3,500	\$1,000	11/2013	6/2013	0		X	●	●	●	
195	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	\$89,822	\$89,822	\$1,000	7/2013	5/2013	0		X	●	●	●	
196	3	SAC	City of Elk Grove	7689	Elk Grove-Florin Road / Stockton Blvd Intersection (5)	\$1,108	\$838	\$419	10/2013	6/2013	0		X	●	●	●	
197	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	\$33,170	\$25,140	\$1,000	12/2012	8/2012	1%		X	●	●	●	
198	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	\$17,932	\$17,932	\$1,000	3/2011	1/2011	90%		X	●	●	●	
199	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	\$750	\$750	\$375	10/2013	3/2013	0		X	●	●	●	
200	5	SLO	San Luis Obispo County	7523	Los Osos Valley Rd (4)	\$348	\$348	\$174	11/2013	5/2013	0		X	●	●	●	
201	5	SB	City of Goleta	7478	Los Carneros / Calle Roundabout (3)	\$2,218	\$1,285	\$335	4/2012	10/2011	99%		X	●	●	●	
202	6	FRE	City of Fresno	7672	Audobon/Cole Traffic Signal (5)	\$377	\$362	\$181	7/2013	6/2013	0		X	●	●	●	
203	6	FRE	City of Fresno	7670	Traffic Signal at Shields / Temperance (5)	\$445	\$430	\$215	10/2013	6/2013	0		X	●	●	●	
204	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	\$305	\$290	\$145	10/2013	6/2013	0		X	●	●	●	
205	6	KER	City of Bakersfield	7626	Mohawk St Extension & Improvements (5)	\$2,393	\$2,028	\$1,000	9/2013	3/2013	0		X	●	●	●	
206	6	KER	City of Bakersfield	7676	Hageman Road Signal Install and Synch (5)	\$450	\$450	\$225	10/2013	6/2013	0		X	●	●	●	
207	6	KER	City of Bakersfield	7677	Hosking Avenue Widening (5)	\$872	\$872	\$436	10/2013	6/2013	0		X	●	●	●	
208	6	KIN	City of Hanford	7470	12 th Ave Widening / Reconstruction (3)	\$3,426	\$2,795	\$750	7/2012	12/2011	100%	2/2013	X	●	●	●	
209	6	KIN	City of Hanford	7627	Campus Drive / UPRR Crossing (5)	\$740	\$640	\$320	8/2013	6/2013	0		X	●	●	●	
210	6	KIN	City of Hanford	7522	10 th Ave Widening / Reconstruction (4)	\$1,930	\$1,650	\$750	4/2014	6/2012	0		X	●	●	●	
211	7	LA	City of Lancaster	7665	25 th Street East Alignment (5)	\$722	\$722	\$361	12/2013	6/2013	0		X	●	●	●	

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
212	8	RIV	City of Moreno Valley	7439	Cactus Ave Street Improvements (2)	\$6,350	\$5,500	\$1,000	3/2012	1/2011	24%	X		●	●	●	
213	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	\$17,130	\$15,030	\$1,000	9/2012	5/2012	40%	X		●	●	●	
214	8	RIV	City of Moreno Valley	7628	Cactus Ave Widening E. Bound 3d Lane (5)	\$1,515	\$1,120	\$560	7/2013	5/2013	0		X	●	●	●	
215	8	RIV	City of Moreno Valley	7679	Perris Blvd Improvements (5)	\$6,000	\$6,000	\$1,000	7/2013	6/2013	0		X	●	●	●	
216	8	RIV	City of Murrieta	7636	I-15/ Los Alamos Rd Replace/ Widen (5) (Also Receiving Formula Funds)	\$8,900	\$8,900	\$1,000	4/2013	1/2013	1%	X		●	●	●	
217	8	RIV	Riverside County	7435	Magnolia Ave / Neece Street Signal (2)	\$895	\$645	\$150	7/2012	10/2011	95%	X		●	●	●	
218	8	RIV	Riverside County	7480	I-15 / Indian Truck Trail IC (3)	\$10,365	\$7,784	\$1,000	9/2011	10/2011	93%	X		●	●	●	
219	8	SBD	Town of Apple Valley	7629	Kiowa Rd Widening, Ph II (5)	\$640	\$640	\$320	7/2013	1/2013	0		X	●	●	●	
220	8	SBD	City of Chino	7630	Signal Interconnect (5)	\$900	\$900	\$450	7/2013	6/2013	0		X	●	●	●	
221	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	\$31,752	\$24,414	\$1,972	10/2012	6/2012 6/2012	29%	X		●	●	●	
222	8	SBD	City of Hesperia	7481	Ranchero Rd Grade Separation (3)	\$28,428	\$25,000	\$1,000	8/2011	3/2011	99%	X		●	●	●	
223	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4,5)	\$9,047	\$8,399	\$1,886	12/2012	6/2012 3/2013 6/2013	5%	X		●	●	●	
224	8	SBD	City of Highland	7632	Greenspot Road Bridge at Santa Ana River (5)	\$13,534	\$13,534	\$1,000	10/2013	5/2013	0		X	●	●	●	
225	8	SBD	City of Highland	7631	5 th Street Corridor Improvements (5)	\$3,795	\$3,795	\$1,000	10/2013	6/2013	0		X	●	●	●	
226	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	\$974	\$974	\$393	10/2013	6/2013	0		X	●	●	●	
227	8	SBD	City of Montclair	7633	Monte Vista Ave Widening (5)	\$663	\$360	\$180	9/2013	5/2013	0		X	●	●	●	
228	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	\$50,883	\$37,983	\$1,000	11/2013	6/2013	0		X	●	●	●	
229	8	SBD	City of Redlands	7634	Redlands Blvd/Alabama St Int Improv (5)	\$5,581	\$5,581	\$1,000	9/2013	6/2013	0		X	●	●	●	
230	8	SBD	City of Upland	7479	Foothill Blvd (Route 66) (3)	\$2,100	\$2,100	\$1,000	7/2012	1/2012	96%	X		●	●	●	
231	10	AMA	Amador County Transportation Commission	7465	SR 104 / Prospect Drive Relocation (3)	\$2,336	\$1,975	\$885	6/2012	10/2011	100%	5/2013	X	●	●	●	
232	10	MER	City of Merced	7419	59 / Cooper Ave Signal (1)	\$3,307	\$2,077	\$1,000	8/2011	1/2011	100%	12/2012	X	●	●	●	
233	10	MER	City of Merced	7428	Yosemite Ave Reconstruction (2)	\$2,114	\$2,006	\$1,000	1/2012	1/2011	100%	11/2012	X	●	●	●	

Competitive Projects - Status and Detail: Scope Budget and Schedule

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234	10	MER	City of Merced	7482	Parsons Ave / Ada Givens Gap (3)	\$1,274	\$825	\$400	5/2012	10/2011	100%	11/2012	X		●	●	●
235	11	SD	San Diego County	7403	S. Santa Fe Ave (1)	\$33,304	\$25,586	\$1,000	4/2010	4/2010	100%	3/2013	X		●	●	●
236	12	ORA	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	\$13,705	\$11,235	\$1,000	6/2013	10/2011	5%		X		●	●	●
237	12	ORA	City of Anaheim	7579	Katella Ave Widening (5)	\$7,300	\$7,300	\$1,000	11/2013	6/2013	0		X		●	●	●
Totals								\$37.8M					20	30			

- Project is on time, on budget, or within scope.
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Competitive Projects - Completed														
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	SLPP SAVINGS X \$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
238	3	SAC	City of Elk Grove	Franklin / Elk Grove (1)	\$4,015	\$3,103.4	\$1,976	\$1,064.4	\$988	\$533	\$455	1/2010	04/01/10	12/08/10
239	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1)	\$4,294	\$3,841.7	\$3,703	\$3,250.9	\$1,000	\$1,000	\$0	1/2010	07/14/10	01/13/12
240	3	ED	El Dorado County	Silva Valley Parkway Widening (2)	\$2,735	\$1,164	\$1,985	\$730.7	\$993	\$365	\$628	4/2010	10/29/10	04/13/12
241	3	ED	El Dorado County	Durock Rd / Business Dr. Intersection (2)	\$1,740	\$2,046.9	\$1,440	\$1,294.8	\$710	\$648	\$62	4/2010	08/24/10	09/13/11
242	3	ED	El Dorado County	White Rock Road Widening & Signal (2)	\$1,132	\$1,322.1	\$1000	\$995.1	\$500	\$498	\$2	4/2010	10/29/10	4/13/12
243	3	ED	City of Placerville	Point View Drive (1)	\$3,160	\$2,399.5	\$2,455	\$1,674.5	\$750	\$750	\$0	1/2010	06/01/11	01/10/12
244	3	PLA	Placer County	Tahoe City Transit (1)	\$7,342	\$7,342	\$5,808	\$5,808	\$226	\$226	\$0	1/2010	06/29/10	10/29/12
245	3	PLA	City of Roseville	Fiddymont Road Widening (4)	\$3,660	\$2,877	\$3,100	\$2,616.6	\$1,000	\$1,000	\$0	1/2012	05/31/12	04/17/13
246	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2)	\$6,488	\$6,345.2	\$6,488	\$6,345.2	\$1,000	\$1,000	\$0	1/2011	09/30/10	01/27/12
247	5	SLO	San Luis Obispo County	Willow Road Extension (1)	\$6,500	\$4,866.8	\$6,500	\$4,866.8	\$1,000	\$1,000	\$0	1/2010	06/14/10	08/09/11
248	5	SB	City of Goleta	Fairview / Berkeley Traffic Signal (2)	\$315	\$223.1	\$300	\$203.3	\$150	\$102	\$48	4/2010	02/07/11	04/14/11
249	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2)	\$1,278	\$572.76	\$1,100	\$530.69	\$550	\$266	\$284	4/2010	06/28/10	11/01/10
250	6	FRE	City of Clovis	Shaw Avenue Improvement (3)	\$569	\$493.7	\$485	\$410	\$243	\$205	\$38	10/2011	05/15/12	08/06/12
251	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3)	\$1,374	\$1,490.6	\$759	\$575.4	\$379	\$282	\$97	10/2011	05/14/12	10/08/12
252	6	FRE	City of Clovis	Bullard/ Locan (3)	\$860	\$781.7	\$730	\$651.2	\$315	\$315	\$0	10/2011	08/01/11	01/22/13
253	6	KIN	City of Hanford	Greenfield Avenue Extension (1)	\$895	\$639.9	\$825	\$608.9	\$250	\$185	\$65	1/2010	08/1/10	06/07/11
254	6	KIN	City of Hanford	12 th Ave Widening (1)	\$2,370	\$2,476.1	\$2,150	\$2,182.5	\$600	\$487	\$113	1/2010	08/1/10	06/07/11
255	6	KIN	City of Hanford	11 th Ave Widening (2)	\$1,448	\$1,153.6	\$1,320	\$1,045.4	\$500	\$396	\$104	4/2010	06/28/10	04/05/11
256	8	RIV	City of Indio	Golf Center Parkway Rehab (2)	\$3,400	\$2,426	\$3,000	\$2,026	\$433	\$433	\$0	4/2010	02/22/10	07/12/10
257	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2)	\$3,100	\$2,267	\$2,746	\$1,913.1	\$1,000	\$957	\$43	1/2011	03/21/11	07/31/11
258	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3)	\$184	\$175.1	\$184	\$175.1	\$92	\$88	\$4	10/2011	08/15/11	11/30/11
259	10	AMA	Amador County	Mission Blvd Gap (1)	\$1,955	\$1,262.8	\$1,600	\$845.6	\$800	\$423	\$377	1/2010	04/19/10	01/27/11
260	10	MER	City of Merced	Parsons Avenue (1)	\$2,319	\$2,261.9	\$1,590	\$2,116.3	\$1,000	\$1,000	\$0	4/2010	11/15/10	11/11/11
Total SLPP									\$14.479M	\$12.159M	\$2.32M			

SLPP Corrective Actions – Competitive Projects

Project 189: Silva Valley Parkway / US 50 Interchange

Project was allocated in January 2013. Due to right of way acquisition issues, construction start date is now January 2014. El Dorado County will submit a time extension request at the August 2013 CTC meeting.

SLPP Updates – Competitive Projects

Project 190: Kings Beach Commercial Core Improvements

Construction start date was moved from June 2013 to October 2013. Project was allocated in June 2013.

Project 200: Los Osos Valley Rd

Project total cost was reduced from \$700,000 to \$348,000. Construction cost was reduced from \$600,000 to \$348,000. SLPP funds were reduced from \$300,000 to \$174,000.

Project 202: Traffic Signal Install at Audobon & Cole

Construction start date was moved from July 2013 to September 2013. Project was allocated in June 2013.

Project 203: Traffic Signal at Shields & Temperance

Construction start date was moved from August 2013 to October 2013. Project was allocated in June 2013.

Project 205: Mohawk Street Extension and Improvements

Construction start date was moved from May 2013 to September 2013. Project was allocated in March 2013.

Project 211: 25th Street East Alignment

Construction start date was moved from September 2013 to December 2013. Project was allocated in June 2013.

Project 214: Cactus Avenue Widening EB Third Lane

Construction start date was moved from April 2013 to July 2013. Project was allocated in May 2013.

Project 218: I-15 / Indian Truck Trail Interchange

Project cost was increased from \$9.132M to \$10.365M. Construction cost was increased from \$6.55M to \$7.784M.

Project 219: Kiowa Road Widening

Construction start date was moved from April 2013 to July 2013. Project was allocated in January 2013.

Project 220: Signal Interconnect

Construction start date was moved from July 2013 to December 2013. Project was allocated in June 2013.

Project 223: SR 210 / Greenspot Road

SLPP funds were increased from \$1.557M to \$1.886M. Project costs remained the same.

Project 224: Greenspot Road Bridge at Santa Ana River

Construction start date was moved from August 2013 to October 2013. Project was allocated in May 2013.

Project 225: 5th Street Corridor Improvements

Construction start date was moved from May 2013 to October 2013. Project was allocated in June 2013.

Project 232: Highway 59 and Cooper Avenue

Project total cost decreased from \$4.851M to \$3.307M. Construction cost decreased from \$2.3M to \$2.077M.

Project 233: Yosemite Avenue Construction

Project total cost was increased from \$2.1M to \$2.114M. Construction cost increased from \$1.85M to \$2.006M. Project is now complete.

Project 234: Parsons Ave / Ada Givens Gap

Project total cost decreased from \$1.75M to \$1.274M. Construction cost decreased from \$900,000 to \$825,000. Project is complete.

Project 235: South Santa Fe Avenue

Project total cost was increased from \$29.106M to \$33.304M. Construction cost increased from \$21.387M to \$25.586M. Project is complete.

Project 236: Tustin Avenue and La Palma Avenue

Project total cost was increased from \$6.28M to \$13.705M. Construction cost was increased from \$4M to \$11.235M.



**FY 2012-13
Fourth Quarter
Traffic Light
Synchronization Program
Project Delivery Report**

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

BACKGROUND:

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

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling \$147,000,000 for the City of Los Angeles and 59 additional traffic light synchronization projects totaling \$96,484,029 for agencies other than the City of Los Angeles.

Program Summary:

At the close of the Fourth Quarter of FY 2012-13:

The Commission has allocated a total of \$211,124,762 to 73 projects, of which 15 projects to the City of Los Angeles for \$115,002,800 and \$96,121,962 to agencies other than the City of Los Angeles for 58 projects. Of the 73 projects allocated 47 projects have completed construction, the City of Los Angeles has completed construction on 4 projects totaling \$24,990,900, agencies other than the City of Los Angeles has completed construction on 43 projects totaling \$47,482,823.

At the close of the Fourth Quarter, there are 8 projects that have not requested allocation.

• City of Los Angeles – ATCS– Central Business District	\$748,000
• City of Los Angeles – ATCS– Central City East**	\$0
• City of Los Angeles – ATCS– Echo Park/Silver Lake Phase 2	\$4,076,500
• City of Los Angeles – ATCS– Los Angeles	\$11,528,500
• City of Los Angeles – ATCS– Santa Monica Fwy Corridor Phase 2	\$6,515,500
• City of Los Angeles – ATCS– West Adams	\$4,250,800
• City of Los Angeles – ATCS– Wilshire East	\$4,877,900
• City of Inglewood – La Brea Avenue	\$426,000
Total	\$32,423,200

**Note

Savings for Los Angeles projects will be added to this project.

Project Status – City of Los Angeles

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

●	Project is on time, on budget, or within scope.
■	Project is behind schedule
◆	Closeout report accepted.
⊠	Closeout report is being reviewed.
±	Closeout report on hold pending reimbursement outcome

Project Status – Other Agencies

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	ALLOCATION DATE	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Closeout Report	Comments
3	Pla	Roseville	6794	East ITS Coordination	\$912,414	\$1,013,456	Sep-08	Jun-09	Dec-09	100	●	●	●	◆	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	\$180,000	\$238,000	Sep-08	Jul-08	Nov-08	100	●	●	●	◆	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	\$102,000	\$124,000	Apr-10	Sep-10	Apr-11	100	●	●	●	◆	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	\$178,319	\$455,709	May-09	Sep-09	Dec-09	100	●	●	●	±	
3	Sac	Sacramento	6795	TLSP	\$2,456,160	\$3,494,821	Jan-10	Jun-10	May-11	100	●	●	●	±	
3	Sac	Sacramento County	6796	Florin Road	\$401,000	\$552,000	Dec-08	Jun-09	Apr-10	100	●	●	●	◆	
3	Sac	Sacramento County	6797	Madison Avenue	\$142,000	\$652,000	Aug-08	Sep-08	Feb-09	100	●	●	●	◆	
4	Ala	Alameda CMA*	6744	San Pablo Corridor	\$18,718,405	\$25,618,405	Jan-11	Jan-11	Oct-13	61	●	●	●		
4	Ala	Alameda County	6743	Redwood Road	\$124,000	\$159,000	May-09	Mar-10	Sep-10	100	●	●	●	⊠	
4	Ala	San Leandro	6802	ATMS Expansion	\$350,000	\$558,000	Oct-08	Jul-09	Jun-11	100	●	●	●	◆	
4	CC	San Ramon	6806	Bollinger Canyon	\$475,000	\$739,000	Jan-10	Sep-09	Mar-10	100	●	●	●	⊠	
4	CC	San Ramon	6807	Crow Canyon	\$310,000	\$435,000	Jan-10	Sep-09	Mar-10	100	●	●	●	◆	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	\$1,489,000	\$2,139,000	Dec-08	Jun-09	Nov-10	100	●	●	●	±	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	\$208,000	\$260,000	Sep-08	May-09	Dec-09	100	●	●	●	±	
4	SCI	San Jose*	6801	TLSP	\$15,000,000	\$20,000,000	Jan-10	Jan-09	Jun-13	100	●	●	●		
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	\$900,000	\$1,030,000	May-10	Oct-10	Nov-11	100	●	●	●	◆	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	\$5,110,000	\$12,020,000	Oct-08	Jan-10	Dec-13	28	●	●	●		
4	SM	San Mateo C/CAG*	6805	SMART Corridor Projects	\$17,500,000	\$35,349,000	Sep-12	Dec-09	Jun-13	35	●	●	■		See pg 5
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	\$1,100,000	\$1,600,000	Aug-08	Aug-08	Sep-09	100	●	●	●	±	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	\$120,000	\$180,000	Apr-10	Jun-10	Apr-13	100	●	●	●		
6	Fre	Fresno	6751	Clovis Avenue	\$2,100,000	\$3,270,733	Apr-10	Feb-11	Oct-11	100	●	●	●	⊠	
6	Fre	Fresno	6752	Shaw Avenue	\$2,100,000	\$3,165,800	Oct-11	Sep-12	Jun-13	40	●	●	■		See pg 5
6	Kin	Hanford	6757	12th Avenue	\$76,126	\$173,408	Sep-08	Dec-09	Feb-10	100	●	●	●		
7	LA	Compton	6747	Rosecrans Avenue	\$682,734	\$944,176	Apr-10	Feb-11	Oct-12	90	●	●	■		See pg 5
7	LA	Culver City	6749	Citywide TLSP	\$199,224	\$249,030	Jan-10	Apr-10	May-11	100	●	●	●	◆	
7	LA	Glendale	6754	Brand Boulevard	\$850,000	\$1,301,000	Jan-12	Jul-12	Mar-13	80	●	●	■		See pg 5
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	\$523,000	\$820,000	Jan-12	Jul-12	Mar-13	80	●	●	■		See pg 5
7	LA	Glendale	6756	Glendale Avenue/ Verdugo Road	\$1,658,000	\$2,531,000	Jan-12	Jul-12	Mar-13	85	●	●	■		See pg 5
7	LA	Inglewood	6758	La Brea Avenue	\$426,000	\$606,000	Aug-13	Feb-13	Jun-13	0	●	●	■		See pg 5**
7	LA	Pasadena	6784	California Boulevard	\$68,000	\$76,000	Jan-12	Apr-12	Apr-13	60	●	●	■		See pg 5
7	LA	Pasadena	6785	Del Mar Boulevard	\$138,000	\$172,000	Jan-12	Apr-12	Apr-13	80	●	●	■		See pg 5
7	LA	Pasadena	6787	Hill Avenue	\$66,000	\$83,000	Jan-12	Apr-12	Apr-13	60	●	●	■		See pg 5
7	LA	Pasadena	6788	Los Robles Avenue	\$107,000	\$134,000	Jan-12	Apr-12	Apr-13	60	●	●	■		See pg 5
7	LA	Pasadena	6789	Orange Grove Boulevard	\$188,000	\$235,000	Jan-12	Apr-12	Apr-13	60	●	●	■		See pg 5
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$110,000	\$138,000	Jan-12	Apr-12	Aug-13	60	●	●	■		See pg 5
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$345,079	\$414,111	Dec-08	Oct-09	Jan-10	100	●	●	●	◆	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$335,387	\$470,125	Oct-08	Aug-09	Dec-10	100	●	●	●	◆	

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	ALLOCATION DATE	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Closeout Report	Comments
8	Riv	Corona	6748	TLSP ATMS Phase II	\$4,424,021	\$5,432,246	Oct-08	Jun-09	Sep-11	100	●	●	●	☒	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$515,000	\$618,000	Apr-10	Sep-10	Mar-11	100	●	●	●	◆	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$1,537,041	\$6,256,105	Jan-11	Dec-10	Jun-12	100	●	●	●		
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$225,000	\$712,250	Aug-08	Mar-09	Dec-09	100	●	●	●	±	
10	SJ	Tracy	6820	Grant Line Road	\$162,830	\$217,107	May-09	Jan-10	Oct-10	100	●	●	●	±	
10	SJ	Tracy	6821	Tracy Boulevard	\$111,211	\$148,281	May-09	Jan-10	Oct-10	100	●	●	●	◆	
11	SD	El Cajon	6750	Main Street	\$38,956	\$38,956	May-09	Nov-09	Feb-10	100	●	●	●	◆	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$632,494	\$1,319,620	Aug-08	Sep-09	Oct-10	100	●	●	●	◆	
11	SD	San Diego County	6799	South Mission Road	\$78,000	\$115,000	Aug-08	Sep-09	Oct-10	100	●	●	●	◆	
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$265,024	\$359,696	Aug-08	Apr-10	Aug-10	100	●	●	●	±	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$549,000	\$686,000	Aug-08	Dec-08	Jun-11	100	●	●	●	◆	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$820,000	\$1,100,000	Oct-08	Oct-08	Dec-12	70	●	●	■		See pg 5
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,267,000	\$1,417,000	Oct-08	Jun-10	Jun-11	100	●	●	●	☒	
11	SD	SANDAG	6811	I-15 Corridor	\$2,162,000	\$2,412,000	Oct-08	Jun-10	Jun-11	100	●	●	●		
11	SD	SANDAG	6812	I-805 Corridor	\$447,268	\$552,115	Oct-08	Oct-08	Aug-09	100	●	●	●	☒	
11	SD	SANDAG	6813	Transit Signal Priority	\$951,000	\$2,947,000	Oct-08	Nov-08	Nov-12	100	●	●	●		
11	SD	Santee	6817	Magnolia Avenue	\$93,030	\$116,288	May-09	Mar-10	May-10	100	●	●	●	◆	
11	SD	Santee	6818	Mission Gorge Road	\$322,483	\$403,104	May-09	Feb-10	May-10	100	●	●	●	◆	
11	SD	Vista	6822	North Santa Fe Avenue	\$155,574	\$210,662	Aug-08	Oct-08	Jan-09	100	●	●	●	◆	
11	SD	Vista	6823	South Melrose Drive	\$183,182	\$230,534	Aug-08	Oct-08	Jan-09	100	●	●	●	◆	
12	Ora	Garden Grove	6753	TMC Upgrade	\$1,859,000	\$4,758,000	Oct-08	Jun-10	Nov-11	100	●	●	●	◆	
12	Ora	OCTA*	6783	Countywide TLSP	\$4,000,000	\$8,000,000	Jan-11	Jul-10	Sep-12	100	●	●	●		
7	LA	Long Beach	6759	Long Beach Area TLSP	\$3,000,000	\$9,300,000		Jan-10	Jan-11	0					Project removed
7	LA	Pasadena	6786	Fair Oaks Avenue	\$70,000	\$87,000		Dec-09	Jan-11	0					Project removed
7	LA	Pasadena	6790	San Gabriel Boulevard	\$42,000	\$52,000		Dec-09	Jan-11	0					Project removed

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

●	Project is on time, on budget, or within scope.
■	Project is behind schedule
◆	Closeout report accepted.
☒	Closeout report is being reviewed.
±	Closeout report on hold pending reimbursement outcome

Corrective Actions**San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)**

The project is under construction. At the May 2012 CTC meeting the agency received approval to expand the project to include additional segments along the corridor. Delays in construction were due to conflicts in construction schedule between multiple projects.

City of Fresno – Shaw Avenue (Project ID 6752)

The project is under construction. The project is behind schedule due to a delay in allocation.

City of Compton – Rosecrans Avenue (Project ID 6747)

The project is under construction. Delays in construction were due to conflicts in construction schedule between multiple projects. The agency stated the project is in the final stages of construction.

City of Glendale – Total of three projects (Project ID 6754-6756)

The projects are behind schedule due to the City's Information Technology Department requiring a redesign of the Communications Master Plan and reevaluation of the Ethernet switches for the fiber optic communications. The projects are under construction.

City of Pasadena – Total of six projects (Project ID 6784, 6785, 6787, 6788, 6789, 6791)

Due to delay in design engineering, the projects are behind the current schedules. The projects are under construction.

SANDAG – At-grade Crossing Traffic Synchronization (Project ID 6809)

The project is under construction. Due to delay in design and review of plans paid by Centre City Development Corporation the project is behind schedule.

**Note: Project has submitted a baseline amendment to adjust construction schedules and has also submitted an allocation request for the August CTC meeting.

Agency	Project Name	CTC agenda Month	Proposed construction start date	Proposed Construction end date
Inglewood	La Brea Avenue	August 2013	August 2013	January 2014

The following projects were identified as reimbursement not consistent with guidelines, a reimbursement request letter was sent to the agency on April 16, 2013.

City of Rancho Cordova – Folsom Boulevard (Project ID 6792)**City of Sacramento – TLSP (Project ID 6795)****City of Walnut Creek – Ygnacio Valley Road Corridor (Project ID 6824)****Marin County – Sir Frances Drake Boulevard (Project ID 6781)****City of Santa Rosa – Steele Lane /Guerneville (Project ID 6816)****City of Hanford – 12th Avenue (Project ID 6757)****City of Rancho Cucamonga – Foothill Boulevard (Project ID 6793)****City of Tracy – Grant Line Road (Project ID 6820)****City of San Marcos – Rancho Santa Fe Road (Project ID 6803)**



FY 2012-13 Fourth Quarter Report Highway Railroad Crossing Safety Account

**Quarterly Report to the
California Transportation
Commission**



SUMMARY:

This report for the Highway Railroad Crossing Safety Account (HRCSA) is for the fourth quarter of the 2012-13 fiscal years. This report includes the status of the HRCSA 2008, 2010 and 2012 program.

The HRCSA program has a total of 37 Projects programmed with \$275 million, of which \$209 million has been allocated with 30 projects. \$108 million expended. Eleven of the 37 projects have completed construction.

STATUS

2008 Sixteen projects programmed with \$161 million. Sixteen projects allocated with \$121 million. \$97 million expended. Ten projects completed construction and submitted final delivery report

■ **San Bruno** is almost a full year behind schedule. There was extreme weather in 2011. Also there were design and construction methodology changes necessitated by unanticipated site conditions. Anticipated completion is December 2013.

■ **Eight Mile Road East, Eight Mile Road West and Lower Sacramento** Construction schedule has been impacted by utility and railroad delays, in addition to inclement weather. These conditions have forced the contractor to delay certain critical path milestones. Construction is almost complete for these projects

2010 Eight Projects programmed with \$71 million. Eight projects allocated with \$71 million. \$9 million expended

2012 Thirteen projects programmed with \$43 million. Five projects allocated with \$17 million. \$2 million expended

■ **Grantline Road and Officer Bradley Moody** Underpass had difficulty obtaining the C&M agreements. Both projects are allocated and 3 months behind schedule.

■ **SCRRA** – Grandview, Sonora and Woodley Avenue – Do not have C&M agreements with the city yet.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized \$250 million for HRCSA in two parts, \$150 million for projects on the Public Utilities Commission (PUC) priority list and \$100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.

(numbers in thousands)

PY	PT	D	C	Applicant	Project Name	Tot Proj	Grant	Allocated	Date Allocated	Beg Const	End Const	Expnd	Cmpt	S	B	Sc
08	1	7	LA	City of LA	Riverside Drive GS Replacement	60,964	5,000	5,000	6/30/2010		Jun-15	1,503	35%	●	●	●
08	1	4	SM	PCJPB	San Bruno GS	147,000	30,000	26,727	6/30/2010		Dec-12	21,718	85	●	●	■
08	1	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000	7,535	4/7/2010		Nov-12	5,568	95%	●	●	■
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500	5,939	4/7/2010		Nov-12	4,549	95%	●	●	■
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500	5,100	4/7/2010		Nov-12	5,908	95%	●	●	■
08	2	12	ORA	OCTA	Sand Canyon GS	55,590	8,000	6,618	6/30/2010		Mar-14	2,895	60%	●	●	●
10	1	6	TUL	City of Tulare	Bardsley Avenue GS	17,374	7,156	7,156	5/23/2012		Mar-14	0	10%	●	●	●
10	1	7	LA	ACE	Nogales Street GS	85,430	25,600	25,600	4/25/2012		Apr-16	0	3%	●	●	●
10	1	4	ALA	City of Fremont	Warren Avenue GS	68,782	9,600	9,600	3/28/2012		Jun-15	1,753	32%	●	●	●
10	1	7	LA	City of LA	North Spring Street GS	48,766	5,001	5,001	5/23/2012		Dec-14	0	5%	●	●	●
10	2	3	SAC	City of Sacramento	6 th Street OverXing - Roadwork	15,730	7,865	7,865	6/27/2012		Dec-13	475	28%	●	●	●
10	2	4	ALA	City of Fremont	Kato Road GS	52,265	10,000	10,000	8/10/2011		Jun-13	6,471	86%	●	●	●
10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	9,100	4,000	3,738	2/22/2012		Mar-14	232	85%	●	●	●
10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	4,500	2,250	2,250	6/27/2012		Apr-14	0	0	●	●	●
12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	30,375	5,000	5,000	5/3/2013	Feb-13	Dec-14	0		●	●	■
12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	16,855	5,000	5,000	5/7/2013	Jun-13	Oct-15	0		●	●	●
12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	30,000	9,000	0		May-14	May-16	0		●	●	●
12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	6,530	3,173	0		Mar-14	Aug-15	0		●	●	●
12	2	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	2,567	2,567	0		Mar-14	Aug-15	0		●	●	●
12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	42,180	4,230	4,230	5/3/2013	Feb-13	May-15	0		●	●	■
12	2	6	TL	City of Tulare	Santa Fe Trail at UPRR GS	7,363	3,931	0		Feb-14	Dec-14	0		●	●	●
12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	3,048	1,325	0		Oct-13	Apr-14	0		●	●	●
12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	5,041	4,841	0		Jul-13	Dec-13	0		●	●	●
12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	2,630	580	580	5/7/2013	Sep-12	Feb-13	0		●	●	■
12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	2,630	580	580	5/7/2013	Sep-12	Feb-13	0		●	●	■
12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	1,000	500	0		Mar-13	Oct-13	0		●	●	■
						805,720	182,199	143,519				51,072				

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule ▲ Schedule, scope or cost is changing, pending review and acceptance

PY-Program Year PT - Part D-District C-County S- Scope B- Budget Sc -Schedule

PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

PY	PT	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Allocated	Date Alloc	Beg Const	End Const	HRCSA Expnd	Const Cmpl	S	B	Sch
08	1	6	KER	County of Kern	BNSF Grade Sept 7 th Standard Rd/Santa Fe Way	22,440	9,926	7,556	1/13/2010			7,072	100%	●	●	●
08	1	4	SM	PCJPB	San Mateo Bridges Grade Separation (GS)	13,440	5,000	1,107	5/19/2010			977	100%	●	●	●
08	1	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	10,000	2,786	5/13/2010			2,786	100%	●	●	●
08	1	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	7,413	1/13/2010			7,413	100%	●	●	●
08	1	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,300	17,650	15,293	6/30/2010			13,759	100%	●	●	●
08	2	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Pedestrian Bridge	27,000	6,000	6,000	12/10/2008			6,000	100%	●	●	●
08	2	3	SAC	City of Sacto	6 th St Overcrossing - Bridge	11,974	5,987	5,987	12/9/2009			5,987	100%	●	●	●
08	2	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293	10,743	6/30/2010			7,097	100%	●	●	●
08	2	6	TUL	County of Tulare	Betty Drive GS	14,882	12,175	5,582	6/30/2010			2,977	100%	●	●	●
08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	8,587	4,400	1,537	6/30/2010			913	100%	●	●	●
12		12	ORA	OCTA	Dana Point & San Clemente Xing	4,200	2,100	2,100	1/9/2011			2,100	100%	●	●	●
						202,261	93,531	66,104				57,081				

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule ▲ Schedule, scope or cost is changing, pending review and acceptance

S- Scope B- Budget Sch-Schedule



**FY 2012-2013
Fourth Quarter Report
Proposition 1B
Intercity Rail
Improvement Program**

**Quarterly Report to the
California Transportation
Commission**



Intercity Rail Improvement Program Progress Report

SUMMARY:

This report is for the fourth quarter of Fiscal Year (FY) 2012-13 for the Proposition 1B Intercity Rail Improvement (IRI) Program. The IRI Program consists of sixteen projects, two projects are partially allocated, nine fully allocated, and five projects remain unallocated. Approximately forty eight percent (48%) of the total bond funding for the IRI Program is allocated.

CURRENT STATUS:

Procure New Rail Cars (Statutory Requires \$125M million program amount for the procurement of additional intercity passenger railcars and locomotives)

Passenger Rail Cars- A partial allocation of \$42M was made December 2011, this was matched against Federal Grants and applied toward a contract to purchase new bi-level passenger cars. Caltrans is the lead for this Multi-State railcar procurement. Preliminary car design and review is complete, now planning for intermediate design review. Research & Development along with physical testing is underway on the new bi-level carshell bodies.

Locomotives – No allocation but staff is assisting with the development of the Next Generation New Locomotive request for proposal (RFP) in conjunction with Illinois Department of Transportation (IDOT) and Washington State. IDOT is lead of the Multi-State locomotive procurement effort.

Commerce/Fullerton Triple Track Segment 6 – Construction was complete June 2012 and the Closeout Report has been completed.

Commerce/Fullerton Triple Track Segment 8 – Funding for Segment 8 has been obtained through TCRP savings from the Valley View Grade Separation Project. Funding associated with this project is to be re-programmed within the IRI during FY 13/14 on a new project.

New Station Tracks at Los Angeles Union Station – An allocation of \$21.7M funded Phase 1 and Phase 2 of the Los Angeles Union Station Project. Phase 1-Platform Project; demolition of the mail dock, track relocation, and construction of a new platform to serve intercity rail was completed September 2012. Phase 2-Customer Information System (CIS); Work was delayed due to contract issues and long lead procurement times to acquire the complex customer information displays. It is anticipated that substantial construction completion of the Phase 2 is approximately 12/31/13.

Phase 3 will not be utilizing State Prop 1B funds and the remaining \$13.3M programmed funds from this project are to be re-programmed to other projects during FY 13/14.

San Onofre to Pulgas Double Track Project – Phase 1 – The California Transportation Commission (CTC) allocated \$26,854,000 for Construction March 5, 2013. Project was advertised May 28, 2013 and bids were due July 16, 2013 with contract award anticipated no later than September 2013.

Sacramento Maintenance Facility – Three sites have been determined, two in the City of Sacramento area and one in the Richmond area as possible sites. Work for environmental clearance is in process. The Division of Rail will be proposing combining the programmed Prop 1B funds for this project with the funds currently programmed on the Mid-Route Layover project, in order to fully fund the Construction phase of this project.

Oakley to Port Chicago – Project is under construction and is on schedule for completion June 2015.

Coast Daylight Track and Signal – The project is currently in PA&ED phase and on schedule for January 2015 environmental clearance and phase completion.

Mid-Route Layover Facility – Location for project is still under consideration. Completion of PA&ED work has been halted without a specific site selected or obtained. Project to be re-programmed to Sacramento Maintenance Facility.

Kings Park Track and Signal - Kings Park is a replacement project added by Resolution ICR1B-P-0809-0. Project closeout was completed on January 16, 2013.

Santa Margarita Bridge and Double Track - The construction completion date has been pushed back an additional nine months because of a partial false work collapse for the main bridge that occurred in August 2012. The Contractor determined that to demolish and replace the bridge superstructure was the best solution to offset the effects of a falsework collapse in a manner that would achieve the original bridge design criteria.

Emeryville Station and Track Improvements – Project is complete and project closeout was completed June 5, 2012.

Bahia-Benicia Crossover - The Bahia crossover is complete. The Bahia crossover portion had an approximately \$3,500,000 savings after it was open and operational. The CTC in November 2010 approved a scope change to include the Track Improvement Program along Capital Corridor. The Track Improvement Program portion of work used \$2,500,000 for additional track work along the Capitol Corridor. The remaining \$1,000,000 will be reprogrammed to another project to be named in the future.

SCRRA Sealed Corridor – Construction was completed February 21, 2013 and project close out has begun and is expected to be completed by November 2013.

Wireless Network for Northern California IPR Fleet – 108 single and bi-level equipment have completed in all three intercity rail corridor: Pacific Surfliner, San Joaquin, and Capitol Corridor. The completion of the installation occurred in early February 2012 on the new cars. Waiting for all invoices before a project close out can be completed. Working towards finalizing all billings and final invoicing.

Raymer to Bernson Double Track – Conceptual Design and Environmental were submitted to FRA, waiting for approval from FRA before beginning final design. Final Design expected to begin Fall 2013.

BACKGROUND:

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

\$125 million is designated for procurement of additional intercity passenger railcars and locomotives.

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

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI. The program has been amended; August 2008, November 2010, January 2011, March 2011, June 2011, November 2011 and March 2012.

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

Corridor	Project Name	END PA&ED	END PS&E	END R/W	END CON	Final Delivery Report	Project Schedule (1)		Total Intercity Rail Prop 1B (2)		Proposed Allocation Date	Actual Allocation Date	Contract Award Date	Contract End Date	Type	Budget	Schedule	Notes
							Funding Phase	% of Phase Completed	Programmed Amount	Funding Allocated								
Capitol Corridor, Pacific Sunliner, San Joaquin	Procure New Rail Cars								\$ 150,000,000	\$ 42,000,000								
	Bi-Level Passenger Rail Cars			NA	May-17	Jun-21	CON	2%	Partial Allocation	\$ 42,000,000	Dec-11	Dec-11	Nov-12	Dec-20				(5)
	Locomotives			NA	May-17	Jun-21	CON											
Pacific Sunliner, Metrolink	Commerce Fullerton Triple Track Segment 6						CON	100%	\$ 32,000,000	\$ 32,000,000	Aug-08	Aug-08	Feb-09	Dec-13				(4)
Pacific Sunliner, Metrolink	Commerce Fullerton Triple Track Segment 8				Dec-15	Jun-15	CON	0%	\$ 30,500,000									
Pacific Sunliner, Metrolink	New Station Track at LA Union Station								\$ 35,100,000	\$ 21,800,000								
	Phase 1 - New Track and Platforms				Sep-12	Dec-13	CON	100%	\$ 17,300,000		Apr-08	Apr-08	Jul-09	Oct-13				(3)
	Phase 2 - Customer Information Signage				Dec-13	Jun-14	CON	5%	\$ 4,500,000		Apr-08	Apr-08	Jul-12	Mar-14				(4)
	Phase 3 - Canopies						CON	0%										
Pacific Sunliner	San Onofre to Pulgas Double Track Project Phase 1			N/A	Apr-15	Dec-15	PS&E CON	100% 0%	\$ 30,000,000	\$3,146,000 \$26,854,000	Dec-09	Jan-10 Mar-13	May-10	Jun-13				(3)
Capitol Corridor, San Joaquin	Sacramento Maintenance Facility	Sep-13	Sep-14	Dec-13	Jun-17	Dec-17	CON	0%	\$ 4,550,000		Jun-13							
San Joaquin	Oakley to Port Chicago				Jun-15	Feb-16	CON	11%	\$ 25,450,000	\$ 25,450,000	Aug-11	Oct-11	Aug-12	Aug-15				(4)
Pacific Sunliner, Coast Daylight	Coast Daylight Track and Signal	Jan-15	Jul-15	Dec-19	Dec-19	Jun-20	PS&E	0%	\$ 25,000,000		Jun-15							(3)
San Joaquin	Mid-Route Layover Facility (Formerly Fresno Layover Facility)	Jul-13	Jul-14	Jul-15	Jun-14	Dec-14	CON	0%	\$ 14,601,000		Jun-13							
San Joaquin	Kings Park Track and Signal Improvements						CON	100%	\$ 3,500,000	\$ 3,500,000	Aug-08	Aug-08	Oct-08	Jun-12				(4)
Pacific Sunliner	Santa Margarita Bridge and Double Track				Sep-13	Dec-14	CON	84%	\$ 16,206,000	\$ 16,206,000	Apr-08	Apr-08	Aug-08	Jun-14				(4)
Capitol Corridor, San Joaquin	Emeryville Station and Track Improvements						CON	100%	\$ 6,250,000	\$ 6,250,000	May-08	May-08	Sep-08	May-11				(4)
Capitol Corridor	Bahia Benicia Crossover and Track Improvement Program				Jun-13	Nov-13	CON	100%	\$ 4,750,000	\$ 4,750,000	Apr-08	Apr-08	Sep-08	May-13				(4)
Metrolink	SCRRA Sealed Corridor					Dec-13	CON	100%	\$ 3,000,000	\$ 3,000,000	Apr-08	Apr-08	Aug-08	Jun-13				(4)
Capitol Corridor, San Joaquin	Wireless Network for Northern California IPR Fleet				Sep-13	Nov-15	CON	98%	\$ 3,750,000	\$ 3,750,000	Jan-11	Jan-11	Apr-11	May-15				(4)
Pacific Sunliner	Raymer to Bemson Double Track	Sep-13	Jun-15	NA	Jun-17	Dec-17	PS&E CON	0%	\$ 7,500,000		Jun-15							
San Joaquin	Merced Crossover	DELETED FROM PROGRAM								\$ 5,000,000								

\$392,157,000.00 \$188,706,000.00
48%

Explanation of Notes

- (1) Measure of progress based on current phase for entire project regardless of funding type
- (2) Total amounts programmed and/or allocated from Prop 1B bond funds authorized for Intercity Rail Improvement purposes
- (3) Proposition 1B funds for Design & Construction
- (4) Proposition 1B funds for Construction ONLY
- (5) Proposition 1B funds ALL phases of the project

Proposition 1B

Intercity Rail Improvement Program

Acronyms Used

- PA&ED Preliminary Approval (Preliminary Design Engineering) and Environmental Documents
- PS&E Plans, Specifications, and Estimates
- R/W Right-of-Way
- CON Construction

Legend

- Project is on-time, on-budget, and/or within scope
- Allocation request is late or construction start date has been delayed
- Schedule or cost is changing, pending review and acceptance



**FY 2012-13
Fourth Quarter Report
Trade Corridors
Improvement Fund**

**Quarterly Report to the
California Transportation
Commission**



Trade Corridors Improvement Fund Progress Report

SUMMARY

This report covers the fourth quarter of Fiscal Year (FY) 2012-13 (April through June 2013) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the fourth quarter, there were a total of 67 projects with a TCIF value of \$2,281,549,000 and a total value of \$6,487,023,000, and the California Transportation Commission (Commission) has approved all of the baseline agreements.

To date, 60 projects have received bond allocations totaling \$2,107,225,410. The allocated amount utilizes 86 percent of the available program funds. Of the total allocation, \$1,301,249,450 is under the Southern California Consensus Group; \$503,543,000 is under the Northern California Trade Corridor Coalition; \$242,432,960 is under the San Diego Border Region; and \$60,000,000 is under the Other group.

The available unallocated funds total \$342,774,590, of which \$174,324,000 is currently programmed. Of the remaining allocations, \$198,750,550 is under the Southern California Consensus Group; \$136,457,000 is under the Northern California Trade Corridor Coalition; \$7,567,040 is under the San Diego Border Region; and \$0 is under the Other group.

All projects have completed the environmental component, except for the Tehachapi Trade Corridor Project, which has until October 2013; 62 projects have completed the design component, 60 projects have completed the right of way component, and 7 projects have completed construction and have begun the closeout procedure.

To date, 7 projects remain unallocated, 19 projects have received allocations but have not yet been awarded a construction contract, and 30 projects are currently under construction.

CURRENT STATUS

During this reporting period, the Commission approved 12 programming actions, 1 baseline agreement, 21 baseline amendments, 21 allocation requests, 6 allocation amendments, and 1 environmental action for future funding. The following tables and attachments provide detailed information on project status.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
Programming Actions							
6	6	KER	N/A	Tehachapi Trade Corridor Rail Improvement Project <i>Resolution TCIF-P-1213-60, Approved 05/07/13</i>	\$54,000 \$12,270	\$112,700 \$26,040	Amended project scope and reduced TCIF funds.
51	8	RIV	N/A	Riverside Avenue Grade Separation <i>Resolution TCIF-P-1213-61, Approved 05/07/13</i>	\$8,500 \$12,100	\$31,607 \$33,820	TCIF funds increased by \$3,600, from de-allocated Project 75.4.
57	8	SBD	10	Route 10 Citrus Avenue Interchange Reconstruction <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$23,000	\$57,530	Project deleted from TCIF Program. LONP cancelled. Funds moved to Projects 61 and 84.
61	8	SBD	N/A	ACE South Milliken Avenue Grade Separation <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$79,224 \$82,016	\$14,521 \$28,213	TCIF funds increased by \$13,692 from deleted Projects 57 and 65.
64	8	SBD	N/A	Lenwood Road Grade Separation <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$6,694 \$8,855	\$31,500 \$31,733	TCIF funds increased by \$2,161 from deleted Project 65.
65	8	SBD	N/A	Vineyard Avenue Grade Separation <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$51,795	\$6,884	Project deleted from TCIF Program. Funds moved to Projects 61 and 64.
68.1	11	SD	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors] <i>Resolution TCIF-P-1213-61, Approved 05/07/13</i>	\$75,000 \$79,700	\$117,500 \$120,700	TCIF funds increased by \$4,700 from de-allocated Project 75.4.
75.4	11	SD	N/A	Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades] <i>Resolution TCIF-P-1213-61, Approved 05/07/13</i>	\$66,660 \$21,621	\$75,630 \$30,591	TCIF funds decreased by \$45,039.
84	8	SBD	N/A	Laurel Street/BNSF Grade Separation <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$11,917 \$24,713	\$53,995 \$59,855	TCIF funds increased by \$12,796,000, from deleted Project 57.
87.2	7	LA	N/A	Cargo Transportation Improvement Emission Reduction Program - Phase 2 <i>Resolution TCIF-P-1213-61, Approved 05/07/13</i>	\$23,464 \$26,664	\$77,544 \$81,044	TCIF funds increased by \$3,500, from de-allocated Project 75.4.
89	4	SOL	80/ 680/ 12	Solano I-80/680/12 Connector <i>Resolution TCIF-P-1213-79, Approved 06/11/13</i>	\$24,000	\$100,400	Replaced \$8,500,000 of regular TCIF funds with TCIF/SHOPP funds, total remains the same \$24,000.
93	11	SD		Sorrento Valley Double Track <i>Resolution TCIF-P-1213-61, Approved 05/07/13</i>	\$14,313	\$37,000	Project added to TCIF Program

Baseline Agreement Approvals							
93	11	SD		Sorrento Valley Double Track <i>Resolution TCIF-P-1213-62, Approved 05/07/13</i>	\$14,313	\$37,000	Approved baseline agreement.

Baseline Agreement Amendments							
2	4	CC		Richmond Rail Connector <i>Resolution P-1213-64, Approved 06-11-13</i>	\$10,880	\$21,760 \$22,650	Updated delivery schedule, cost, and funding plan.
6	6	KER	N/A	Tehachapi Trade Corridor Rail Improvement Project <i>Resolution TCIF-P-1213-63, Approved 05/07/13</i>	\$112,700 \$12,270	\$54,000 \$26,040	Updated delivery schedule, cost, and funding plan.
20	7	LA	110	I-110 Freeway & C Street Interchange Improvements <i>Resolution TCIF-P-1213-53, Approved 05/07/13</i>	8,300	\$34,176 \$39,385	Updated cost and funding plan.
35	12	ORA	N/A	State College Boulevard Grade Separation <i>Resolution TCIF-P-1213-54, Approved 05/07/13</i>	\$35,890	\$76,427 \$74,644	Updated cost and funding plan.
46	8	RIV	N/A	Sunset Avenue Grade Separation <i>Resolution P-1213-65, Approved 06/11/13</i>	\$10,000	\$35,905 \$34,764	Updated delivery schedule, cost, and funding plan
48	8	RIV	N/A	Avenue 56 Grade Separation <i>Resolution P-1213-68, Approved 06/11/13</i>	\$40,000 \$15,066	\$29,352 \$31,658	Updated delivery schedule, cost, and funding plan. TCIF increased to \$15,066,000, from cost savings on other projects.
50	8	RIV	N/A	Grade Separation at Clay Street Railroad Grade Crossing <i>Resolution P-1213-69, Approved 06/11/13</i>	\$12,500 \$13,247	\$31,025 \$30,806	Updated delivery schedule, cost, and funding plan.
51	8	RIV	N/A	Riverside Avenue Grade Separation <i>Resolution TCIF-P-1213-55, Approved 05/07/13</i>	\$8,500 \$12,100	\$31,607 \$33,820	Updated cost and funding plan.
53	8	RIV	N/A	Grade Separation at Magnolia Avenue Railroad Grade Crossing – BNSF <i>Resolution P-1213-70, Approved 06/11/13</i>	\$13,700 \$17,696	\$49,566 \$51,632	Updated delivery schedule, cost, and funding plan. TCIF increased to \$17,696,000, from cost savings on other projects.
61	8	SBD	N/A	ACE South Milliken Avenue Grade Separation <i>Resolution TCIF-P-1213-71, Approved 06/11/13</i>	\$14,521 \$28,213	\$76,816 \$82,016	Updated delivery schedule, cost, and funding plan.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
Baseline Agreement Amendments (Continued)							
64	8	SBD	N/A	Lenwood Road Grade Separation <i>Resolution TCIF-P-1213-57, Approved 05/07/13</i>	\$6,694	\$31,500 \$31,733	Updated delivery schedule, cost, and funding plan.
64	8	SBD	N/A	Lenwood Road Grade Separation <i>Resolution TCIF-P-1213-78, Approved 06/11/13</i>	\$6,694 \$8,855	\$31,733	Updated cost and funding plan.
65	8	SBD	N/A	Vineyard Avenue Grade Separation <i>Resolution TCIF-P-1213-39, Technical Correction Approved 05/07/13, Tab 81, Ref. No. 2.9b [originally approved 01/08/13, Ref. No. 2.1c.(5g)]</i>	\$6,884	\$51,795	Technical Correction to correct Local Measure I Construction Funds contribution amount.
67	11	SD	905	State Route 905 <i>Resolution TCIF-P-1213-77, Approved 06/11/13</i>	\$74,371 \$66,804	\$87,466 \$82,953	Updated funding plan. Replaced \$7,567 TCIF funds with ARRA funds.
68.1	11	SD	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors] <i>Resolution TCIF-P-1213-52, Approved 05/07/13</i>	\$75,000 \$79,700	\$117,500 \$120,700	Updated funding plan.
75.4	11	SD	N/A	Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades] <i>Resolution TCIF-P-1213-58, Approved 05/07/13</i>	\$66,660 \$21,621	\$75,630 \$30,591	Revised project scope, update delivery schedule, cost, and funding plan.
84	8	SBD	N/A	Laurel Street/BNSF Grade Separation <i>Resolution TCIF-P-1213-72, Approved 06/11/13</i>	\$11,917 \$24,713	\$53,995 \$59,855	Updated delivery schedule, cost, and funding plan, including Tier 2 TCRP funds.
85	8	RIV	N/A	Avenue 52 Grade Separation <i>Resolution TCIF-P-1213-73, Approved 06/11/13</i>	\$10,000	\$24,266 \$29,866	Updated schedule and cost.
86	7	LA	POLA	Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension <i>Resolution TCIF-P-1213-74, Approved 06/11/13</i>	\$20,712	\$43,716 \$72,987	Updated schedule and cost.
87.2	7	LA	N/A	Cargo Transportation Improvement Emission Reduction Program - Phase 2 <i>Resolution TCIF-P-1213-75, Approved 06/11/13</i>	\$26,664	\$86,044 \$143,000	Updated delivery schedule, cost, and funding plan.
89	4	SOL	80/ 680/ 12	Solano I-80/680/12 Connector <i>Resolution TCIF-P-1213-76, Approved 06/11/13</i>	\$24,000	\$100,400	Updated schedule and cost.

Allocation Requests							
3.3	4	ALA	N/A	Outer Harbor Intermodal Terminals (OHIT) [City Site Prep Work and Backbone Infrastructure, Segment 3] <i>Resolution TCIF-A-1213-08, Approved 05/07/13</i>	\$176,341	\$247,241	Approved allocation of \$176,341 const. capital
10	10	SJ	4	State Route 4 West Crosstown Freeway Extension Stage 1 <i>Resolution TCIF-A-1213-27, Approved 06/11/13</i>	\$96,820	\$193,040	Approved allocation of \$84,588,000 const. capital and \$12,232,000 const. support.
20	7	LA	110	I-110 Freeway & C Street Interchange Improvements <i>Resolution TCIF-A-1213-30, Approved 06/11/13</i>	\$8,300	\$39,385	Approved allocation of \$8,300 const. capital
35	12	ORA	N/A	State College Boulevard Grade Separation <i>Resolution TCIF-A-1213-23, Approved 06/11/13</i>	\$35,890	\$74,644	Approved allocation of \$35,890 const. capital
46	8	RIV	N/A	Sunset Avenue Grade Separation <i>Resolution TCIF-A-1213-16, Approved 06/11/13</i>	\$10,000	\$34,764	Approved allocation of \$10,000 (\$5,700: const. capital, \$4,300, const. support).
48	8	RIV	N/A	Avenue 56 Grade Separation <i>Resolution TCIF-A-1213-18, Approved 06/11/13</i>	\$15,066	\$31,658	Approved allocation of \$15,066 (\$13,198 const. capital, \$1,868 const. support).
50	8	RIV	N/A	Grade Separation at Clay Street Railroad Grade Crossing <i>Resolution TCIF-A-1213-15, Approved 06/11/13</i>	\$13,247	\$30,806	Approved allocation of \$13,247 (\$10,247 const. capital, \$3,000 const. support).
51	8	RIV	N/A	Riverside Avenue Grade Separation <i>Resolution TCIF-A-1213-07, Approved 05/07/13</i>	\$12,100	\$33,820	Approved allocation of \$12,100 const. capital
53	8	RIV	N/A	Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF <i>Resolution TCIF-A-1213-14, Approved 06/11/13</i>	\$17,696	\$51,632	Approved allocation of \$17,696 (\$12,596 const. capital, \$5,100 const. support).
61	8	SBD	N/A	ACE South Milliken Avenue Grade Separation <i>Resolution TCIF-A-1213-21, Approved 06/11/13</i>	\$28,213	\$82,016	Approved allocation of \$28,213 const. capital
68.1	11	SD	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors] <i>Resolution TCIF-A-1213-10, Approved 05/07/13</i>	\$79,700	\$120,700	Approved allocation of \$67,100 const. capital and \$12,600 const. support.
70	11	SD	5	10th Avenue/Harbor Drive At-Grade Improvements <i>Resolution TCIF-A-1213-07, Approved 05/07/13</i>	\$1,550	\$5,353	Approved allocation of \$1,550 const. capital
75.4	11	SD	N/A	Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades] <i>Resolution TCIF-A-1213-08, Approved 05/07/13</i>	\$21,621	30,591	Approved allocation of \$21,621 const. capital
84	8	SBD	N/A	Laurel Street/BNSF Grade Separation <i>Resolution TCIF-A-1213-20, Approved 06/11/13</i>	\$24,713	\$59,855	Approved allocation of \$24,713 const. capital.
85	8	RIV	N/A	Avenue 52 Grade Separation <i>Resolution TCIF-A-1213-17, Approved 06/11/13</i>	\$10,000	\$29,866	Approved allocation of \$10,000 const. capital.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
Allocation Requests (Continued)							
86	7	LA	POLA	Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension <i>Resolution TCIF-A-1213-25, Approved 06/11/13</i>	\$20,712	\$72,987	Approved allocation of \$20,712 (\$18,829 const. capital, \$1,883 const. support).
87.2	7	LA	N/A	Cargo Transportation Improvement Emission Reduction Program - Phase 2 <i>Resolution TCIF-A-1213-26, Approved 06/11/13</i>	\$26,664	\$143,000	Approved allocation of \$26,664 const. capital.
90	7	VEN	N/A	Hueneme Road Widening <i>Resolution TCIF-A-1213-07, Approved 05/07/13</i>	\$1,462	\$2,924	Approved allocation of \$1,462 const. capital
91	7	VEN	101	Route 101 Improvements <i>Resolution TCIF-A-1213-28, Approved 06/11/13</i>	\$13,118	\$49,297	Approved allocation of \$13,118 (\$11,315 const. capital, \$1,803 const. support).
92.5	3	YOL	N/A	West Sacramento Rail Plan-Pioneer Bluff Bridge <i>Resolution TCIF-A-1213-12, Approved 06/11/13</i>	\$9,678	\$22,525	Approved allocation of \$9,678 const. capital.
93	11	SD	N/A	Sorrento Valley Double Track <i>Resolution TCIF-A-1213-08, Approved 05/07/13</i>	\$14,313	\$37,700	Approved allocation of \$14,313 const. capital

Allocation Amendments							
24	7	LA	N/A	Ports Rail System - Tier 1 (Pier F Support Yard) <i>Resolution TCIF-AA-1213-18, Approved 06/11/13</i>	\$8,745 \$6,936	\$31,985 \$30,176	Approved allocation amendment to reflect contract award savings
25	7	LA	N/A	Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard) <i>Resolution TCIF-AA-1213-18, Approved 06/11/13</i>	\$27,000 \$16,216	\$55,540 \$44,756	Approved allocation amendment to reflect contract award savings
42	8	RIV	N/A	Columbia Avenue Grade Separation <i>Resolution TCIF-AA-1213-16, Approved 05/07/13</i>	\$6,000 \$4,953	\$34,050 \$33,003	Approved allocation amendment to reflect contract award savings
44	8	RIV	N/A	Magnolia Avenue Grade Separation <i>Resolution TCIF-AA-1213-17, Approved 05/07/13</i>	\$20,000 \$17,288	\$52,950 \$50,248	Approved allocation amendment to reflect contract award savings
67	11	SD	905	State Route 905 <i>Resolution TCIF-AA-1213-19, Approved 06/11/13</i>	\$66,804	\$82,953	Approved allocation amendment to replace \$7,567,000 TCIF funds with ARRA funds (TCIF/ARRA const. capital \$66,804,000).
74	11	SD	N/A	Southline Rail Improvements - Yard Expansion <i>Technical Correction to TCIF-A-1213-02, Approved 05-07-13</i>	\$25,900	\$40,460	Approved technical correction to correct Project ID number in vote box and Book Item

Environmental Actions (Future Consideration of Funding)							
2	4	CC		Richmond Rail Connector <i>Resolution E-13-41, Approved 05-07-13</i>	\$10,880	\$21,760	Approved environmental – future consideration of funding

Projects Allocated But Not Awarded (Cumulative Total)

Project Number	Dist	County	Agency	Project Name	Bond \$ x1000	Date Delivered	Begin Const	End Const
3.3	4	ALA	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT) [Rail Access Improvements and Manifest Yard, Segment 3]	\$176,341	Allocated May 2013	Dec 2013	Oct 2018
10	10	SJ	SJCOG	State Route 4 West Crosstown Freeway Extension Stage 1	\$96,820	Allocated Jun 2013	Nov 2013	Dec 2016
19	7	LA	POLA	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	\$14,700	Allocated Mar 2013	Jun 2013	Jun 2015
20	7	LA	POLA	I-110 Freeway & C Street Interchange Improvements	\$8,300	Allocated Jun 2013	Nov 2013	Oct 2016

Projects Allocated But Not Awarded (Cumulative Total) (Continued)

Project Number	Dist	County	Agency	Project Name	Bond \$ x1000	Date Delivered	Begin Const	End Const
32.2	7	LA	POLA	Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 - Berth 200 Rail Yard Improvements]	\$10,512	Allocated Mar 2013	Jul 2013	Jun 2014
35	12	ORA	OCTA	State College Boulevard Grade Separation	\$35,890	Allocated Jun 2013	Nov 2013	Aug 2016
46	8	RIV	City of Banning	Sunset Avenue Grade Separation	\$10,000	Allocated Jun 2013	Dec 2013	Feb 2016
48	8	RIV	Riverside County	Avenue 56 Grade Separation	\$15,066	Allocated Jun 2013	Dec 2013	Feb 2016
50	8	RIV	Riverside County	Grade Separation at Clay Street Railroad Grade Crossing	\$13,247	Allocated Jun 2013	Dec 2013	Jun 2016
51	8	RIV	City of Riverside	Riverside Avenue Grade Separation	\$12,100	Allocated May 2013	Oct 2013	April 2015
53	8	RIV	Riverside County	Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	\$17,696	Allocated Jun 2013	Dec 2013	Jun 2016
61	8	SBD	SANBAG	ACE South Milliken Avenue Grade Separation	\$28,213	Allocated Jun 2013	Dec 2013	Jun 2016
63	8	SBD	SCCG	Palm Avenue Grade Separation	\$4,560	Allocated Mar 2013	Jun 2013	Jun 2015
68.1	11	SD	SANDAG	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]	\$79,700	Allocated May 2013	Jul 2013	Mar 2016
70	11	SD	Port of San Diego	10th Avenue/Harbor Drive At-Grade Improvement	\$1,550	Allocated May 2013	Nov 2013	Aug 2016
75.4	11	SD	SANDAG	Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]	\$21,621	Allocated May 2013	Dec 2013	July 2015
84	8	SBD	SANBAG	Laurel Street/BNSF Grade Separation	\$24,713	Allocated Jun 2013	Sep 2013	Sep 2015
85	8	RIV	N/A	Avenue 52 Grade Separation	\$10,000	Allocated Jun 3013	Oct 2013	Mar 2015
86	7	LA	POLA	Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension <i>Resolution TCIF-A-1213-25, Approved 06/11/13</i>	\$20,712	Allocated Jun 2013	Nov 2013	Feb 2016
87.2	7	LA	N/A	Cargo Transportation Improvement Emission Reduction Program - Phase 2	\$26,664	Allocated Jun 3013	Nov 2013	Sep 2017
90	7	VEN	VCTC/ACTA	Hueneme Road Widening	\$1,462	Allocated May 2013	Feb 2013	Feb 2014
91	7	VEN	VCTC	Route 101 Improvements	\$13,118	Allocated Jun 2013	Aug 2013	Aug 2015
92.5	3	YOL	Port of Sacramento	West Sacramento Rail Plan - Pioneer Bluff Bridge, Phase 5	\$9,678	Allocated Jun 2013	Aug 2013	Dec 2014
93	11	SD	SDAG	Sorrento Valley Double Track	\$14,313	Allocated May 2013	Nov 2013	Nov 2015
TOTAL					\$666,976			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Begin Const.	End Const.	% Complete
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Projects Under Construction (Cumulative Total)

3.1	4	ALA	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT) [Environmental Remediation, Segment 1]	\$0	\$11,400	Jan 2010	Oct 2018	37
3.2	4	ALA	Port of Oakland	Outer Harbor Intermodal Terminals (OHIT) [Rail Access Improvements and Manifest Yard, Segment 2]	\$65,800	\$65,800	Jul 2013	Jul 2015	1
5	4	ALA	MTC	I-580 Eastbound Truck Climbing Lane	\$48,959	\$48,959	Jun 2012	Apr 2015	22
9.1	3	SAC	City of Sacramento	Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]	\$25,266	\$67,689	Mar 2011	Jan 2013	99
9.2	3	SAC	City of Sacramento	Sacramento Intermodal Track Relocation [Phase 1 - West Pedestrian/Bicycle Tunnel Ramps]	\$0	\$3,483	May 2012	Jan 2013	99
11	10	SJ	POS/CCC	San Francisco Bay to Stockton Ship Channel Deepening Project	\$7,200	\$14,400	Aug 2012	Nov 2013	10

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Begin Const.	End Const.	% Complete
Projects Under Construction (Cumulative Total) (Continued)									
12	4	SOL	STA / Caltrans	I-80 Eastbound Cordelia Truck Scales Relocation (SHOPP/TCIF)	\$47,800	\$71,400	Aug 2012	Dec 2014	89
15.1	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 1	\$4,000	\$4,000	Apr 2011	Sep 2016	14
15.2	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 2	\$263,938	\$292,538	Aug 2012	Sep 2016	14
17	7	LA	City of Santa Fe Springs	ACE: Gateway-Valley View Grade Separation Project	\$19,092	\$42,056	May 2012	Aug 2014	47
22	7	LA	POLA	South Wilmington Grade Separation	\$17,000	\$69,672	Nov 2012	Nov 2014	5
23	7	LA	POLB	Gerald Desmond Bridge Replacement <i>[Design-Build]</i>	\$299,795	\$782,359	Jun 2013	Jun 2016	2
24	7	LA	POLB	Ports Rail System – Tier 1 (Pier F Support Yard)	\$6,936	\$25,206	Nov 2012	May 2014	6
25	7	LA	POLB	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard)	\$16,216	\$37,636	Nov 2012	May 2014	6
32.1	7	LA	POLA	Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements)	\$40,718	\$103,970	Jun 2012	Jul 2014	35
34	12	ORA	OCTA	SR 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between SR 57 and I-5	\$27,227	\$48,277	Dec 2012	Dec 2015	1
36	12	ORA	OCTA	Placentia Avenue Undercrossing	\$9,548	\$54,050	Oct 2011	May 2014	59
37	12	ORA	OCTA	Orangethorpe Avenue Grade Separation	\$41,632	\$74,809	Mar 2013	July 2016	1
38	12	ORA	OCTA	Kraemer Boulevard Undercrossing	\$21,009	\$53,743	Oct 2011	May 2014	55
41	12	ORA	OCTA	Tustin Avenue / Rose Drive Overcrossing	\$30,862	\$48,244	Mar 2013	Sep 2015	1
43	8	RIV	RCTC	Auto Center Drive Grade Separation	\$16,000	\$27,955	Nov 2011	Apr 2013	1
45	8	RIV	City of Riverside	Iowa Avenue Grade Separation	\$13,000	\$24,500	Jun 2012	Nov 2013	42
47	8	RIV	City of Riverside	Streeter Avenue Grade Separation	\$15,500	\$26,000	Nov 2012	May 2014	17
54	8	RIV	SANBAG	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements	\$8,835	\$51,527	Apr 2012	Apr 2014	55
56	8	SBD	SANDAG	I-10 Corridor Logistics Access at Cherry Avenue	\$30,773	\$61,546	Aug 2011	Dec 2013	55
59	8	SBD	SCCG	ACE Glen Helen Parkway Railroad Grade Separation	\$7,172	\$16,835	Apr 2013	Aug 2014	4
69	11	SD	POSD	Bay Marina Drive at I-5 Grade Improvements	\$792	\$2,367	Jun 2012	Nov 2013	98
72	11	SD	POSD	Civic Center Drive and I-5 Grade Improvements	\$361	\$1,325	Jun 2012	Nov 2013	98
74	11	SD	SDAG	Southline Rail Improvements - Yard Expansion	\$25,900	\$30,568	Jan 2013	Jan 2015	3
75.2	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 2 – Signaling for Reverse Running and Initial Track Improvements]	\$10,584	\$10,584	Mar 2011	Mar 2013	92
75.3	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]	\$5,400	\$5,400	Mar 2013	Dec 2014	1
76	11	SD	SANDAG	LOSSAN N Rail Corridor at Sorrento	\$10,800	\$35,800	Aug 2011	Sep 2014	68
81	10	SJ	NCTCC/ City of Stockton	Sperry Road Extension	\$23,582	\$43,582	Jul 2011	Aug 2013	70
82	4	CC	Richmond Redevel.	Marina Bay Parkway Grade Separation	\$18,975	\$38,800	Feb 2013	May 2015	1
83	8	SBD	SANBAG	Colton Crossing Project	\$41,228	\$109,928	Sep 2011	Mar 2014	93
87.1	7	LA	POLA	Cargo Transportation Improvement Emission Reduction Program - Phase 1	\$12,705	\$25,410	Jan 2013	May 2014	25
88	7	LA	ACE Const. Authority	Baldwin Avenue Grade Separation	\$37,638	\$37,638	Aug 2012	Aug 2014	15
Total					\$1,272,243	\$2,469,456			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Const. Completed	Status of Closeout Report
Projects With Construction Completed (Cumulative Total)								Completed Submitted Pending Approval Late
18	7	LA	SCRRRA	New Siding on the Antelope Valley Line	\$7,200	\$13,200	Mar 2011	Late
42	8	RIV	City of Riverside	Columbia Avenue Grade Separation	\$4,953	\$21,594	May 2010	Completed
44	8	RIV	City of Riverside	Magnolia Avenue Grade Separation	\$17,288	\$24,088	Aug 2012	Submitted
58	8	SBD	Rialto	I-10 Corridor at Riverside	\$9,837	\$25,386	Jan 2012	Unknown
66	7	VEN	Oxnard	US 101 Rice Avenue Interchange	\$14,194	\$39,779	Dec 2012	Unknown
67	11	SD	Caltrans	State Route 905	\$66,804	\$82,454	Jul 2012	Unknown
75.1	11	SD	SANDAG	Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	\$4,608	\$4,608	Sep 2012	Unknown
77	11	IMP	IVAG	Brawley Bypass State Route 78/111	\$43,122	\$44,030	Jun 2013	Unknown
Total					\$168,006	\$255,139		

BACKGROUND

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

The Commission programmed about 25 percent more than the \$2.0 billion authorized by Proposition 1B with the intent of fully funding these projects from federal funds, container fees, and other potential future funding sources.

On April 10, 2008, the Commission adopted 79 projects into the TCIF adopted program of projects. As amended, there are 67 projects with a current recommended TCIF funding level of \$2,281,549,410 and an overall project value of \$6,487,023,000.

The Commission put forth a TCIF Bond Accountability Plan that incorporates provisions from Proposition 1B, the Governor's Executive Order S-02-07, and Government Code Section 8879.50, et seq. (Chapter 181, Statutes of 2007 [Senate Bill 88]).

To ensure transparency and accountability throughout the lifetime of a project, the TCIF projects with executed baseline agreements are listed on the TCIF Bond Accountability website at: <http://www.bondaccountability.dot.ca.gov/bondacc/>. One of the most significant accountability actions taken by the Commission, in its program adoption actions, is the expectation that bond funding will be limited to the cost of construction. As with other Proposition 1B programs, the Commission requires that project baseline agreements be developed and executed by the project sponsor(s), the California Department of Transportation, and the Commission's Executive Director.

Trade Corridors Improvement Fund Delivery Report Schedule and Cost UNALLOCATED PROJECTS

- Phase Complete
- Allocated but Not Awarded
- Behind Schedule
- Awarded/Allocated
- No Known Scope, Budget, or Schedule Impact
- Known Scope, Budget, or Schedule Impact (Amendment Needed)
- Potential Impact

Black Italics = Changes or Accomplishments During Quarter.

PROJECT NUMBER	TCIF REGION (NCTCC, SCCG, SDBR, BORDER, OTHER)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	SCOPE	BUDGET	SCHEDULE	
2	NCTCC	4	CC	Caltrans / BNSF		Richmond Rail Connector			06/01/13	08/01/13	09/01/14	Env. 100% Des. 100% RW 50%	\$22,650	\$10,880	\$300	\$550	\$4,590	\$17,210	✓	✓	✓	
4	NCTCC	4	ALA	MTC	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland (SHOPP/TCIF)			01/31/13	07/31/13	07/31/17	Env. 100% Des. 100% RW 99%	\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$80,000	✓	✓	✗	
6	NCTCC	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement Project	10/01/13	09/01/13	N/A	12/01/13	12/01/15	Env. 85% Des. 85% RW 50%	\$26,040	\$12,270	\$9,500	\$1,000	\$0	\$15,540	✓	✓	✓	
89	NCTCC	4	SOL	NCTCC	80/680/12	Solano I-80/680/12 Connector			04/30/13	09/30/13	01/31/16	Env. 100% Des. 100% RW 99%	\$100,400	\$24,000	\$3,500	\$8,880	\$23,160	\$64,860	✓	✓	✗	
TOTAL NCTCC												\$247,002	\$120,150									
21	SCCG	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction		04/30/13	04/30/12	06/01/13	09/01/14	Env. 100% Des. 95% RW 95%	\$32,000	\$5,800	\$39	\$2,044	\$3,678	\$26,239	✓	✓	✗	
40	SCCG	12	ORA	OCTA		Lakeview Avenue Overcrossing			01/01/13	09/01/13	12/01/15	Env. 100% Des. 100% RW 99%	\$99,763	\$39,519	\$631	\$7,867	\$39,688	\$51,577	✓	✓	✗	
64	SCCG	8	SBD	SANBAG		Lenwood Road Grade Separation			04/19/13	09/13/13	10/01/15	Env. 100% Des. 100% RW 95%	\$31,733	\$8,855	\$0	\$4,409	\$4,792	\$22,532	✓	✓	✗	
TOTAL SCCG												\$163,496	\$54,174									
TOTAL SDBR												\$0	\$0									
TOTAL OTHER												\$0	\$0									
GRAND TOTAL UNALLOCATED (FROM PROGRAMMED TCIF)													\$174,324									

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3.1	NCTCC	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT) [Environmental Remediation, Seg. 1]			01/01/10	10/15/18	Env. 100% Des. 100% RW 100% Const. 37%	\$11,400	\$0	\$0	\$0	\$0	\$11,400	N/A	01/01/10		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
3.2	NCTCC	4	ALA	Port of Oakland		OHIT [Rail Access Improvements and Manifest Yard, Seg. 2]			07/31/13	07/31/15	Env. 100% Des. 100% RW 100% Const. 1%	\$74,600	\$65,800	\$100	\$8,700	\$0	\$65,800	10/24/12	03/14/13	\$6,625		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.3	NCTCC	4	ALA	Port of Oakland		OHIT [City Site Prep Work and Backbone Infrastructure, Seg. 3]	03/31/13 Design-Build		12/31/13	10/15/18	Env. 100% Des. 65% RW 100%	\$247,241	\$176,341	\$4,500	\$25,900	\$0	\$216,841	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆	
3.4	NCTCC	4	ALA	Port of Oakland		OHIT [Recycling Facilities, Seg. 4]	03/31/13		06/30/13	07/31/18	Env. 100% Des. 45% RW 100%	\$46,600	\$0	\$0	\$600	\$0	\$46,000	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆	
3.5	NCTCC	4	ALA	Port of Oakland		OHIT [City Trade and Logistics Facilities, Seg. 5]	03/31/13		06/30/13	12/31/19	Env. 100% Des. 45% RW 100%	\$99,400	\$0	\$0	\$3,500	\$0	\$95,900	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆	
3.6	NCTCC	4	ALA	Port of Oakland		OHIT [Unit Train Support Rail Yard, Segment 6]	09/30/13		12/31/14	12/31/15	Env. 100% Des. 60% RW 100%	\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5	NCTCC	4	ALA	MTC	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]			06/30/12	04/01/15	Env. 100% Des. 100% RW 100% Const. 22%	\$56,694	\$48,959	\$2,490	\$5,140	\$105	\$48,959	06/23/11	06/18/12	\$9,200		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	NCTCC	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]			03/22/11	01/31/13	Env. 100% Des. 100% RW 100% Const. 99%	\$77,809	\$25,266	\$3,255	\$6,865	\$0	\$67,689	12/10/09	04/05/11	\$67,895		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	✗
9.2	NCTCC	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 2 - West Pedestrian/Bicycle Tunnel Ramps]			05/01/12	01/31/13	Env. 100% Des. 100% RW 100% Const. 99%	\$3,483	\$0	\$0	\$0	\$0	\$3,483	N/A	09/11/12	\$3,064		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	✗
10	NCTCC	10	SJ	SJCOG	4	State Route 4 West Crosstown Freeway Extension Stage 1			11/01/13	12/01/16	Env. 100% Des. 100% RW 100%	\$193,040	\$96,820	\$4,000	\$10,400	\$44,600	\$134,040	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
12	NCTCC	4	SOL	MTC	80	I-80 Eastbound Cordelia Truck Scales Relocation [SHOPP/TCIF]			08/31/12	12/31/14	Env. 100% Des. 100% RW 100% Const. 89%	\$97,900	\$47,800	\$6,800	\$12,200	\$7,500	\$71,400	06/23/11	01/25/12	\$46,026		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
81	NCTCC	10	SJ	NCTCC		Sperry Road Extension			07/01/11	08/01/13	Env. 100% Des. 100% RW 100% Const. 70%	\$56,582	\$23,582	\$1,000	\$5,000	\$7,000	\$43,582	01/20/11	07/26/11	\$23,868		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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82	NCTCC	4	CC	NCTCC		Marina Bay Parkway Grade Separation			02/01/13	05/01/15	Env. 100% Des. 100% RW 100% Const. 1%	\$42,180	\$18,975	\$500	\$2,780	\$100	\$38,800	10/26/11	06/18/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
						TOTAL NCTCC						\$1,026,929	\$503,543										
15.1	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [San Gabriel Trench Project - Phase I]			04/01/11	09/30/16	Env. 100% Des. 100% RW 100% Const. 14%	\$8,000	\$4,000	\$0	\$0	\$4,000	\$4,000	10/26/11	08/22/11		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.2	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [San Gabriel Trench Project - Phase II]			08/31/12	09/30/16	Env. 100% Des. 100% RW 100% Const. 14%	\$351,535	\$263,938	\$0	\$33,387	\$25,610	\$292,538	10/26/11	07/23/12	\$203,317	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.3	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Brea Canyon Grade Separation - Match]	Construction Completed 4th Quarter FY 2011-12					\$38,922	\$0	\$0	\$538	\$9,708	\$28,676	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.4	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Fairway Drive Grade Separation - Match]			03/31/14	06/30/16		\$105,365	\$0	\$0	\$7,780	\$35,434	\$62,151	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.5	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Puente Grade Separation - Match]			12/31/13	12/31/16		\$86,388	\$0	\$0	\$6,640	\$27,657	\$52,091	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.6	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Ramona Boulevard Grade Separation - Match]	Construction Completed 4th Quarter FY 2011-12					\$14,965	\$0	\$0	\$34	\$2,959	\$11,972	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.7	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Reservoir Street Grade Separation - Match]	Construction Completed 4th Quarter FY 2011-12					\$12,480	\$0	\$0	\$0	\$1,125	\$11,355	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.8	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Sunset Avenue Grade Separation - Match]	Construction Completed 4th Quarter FY 2011-12					\$39,195	\$0	\$0	\$339	\$2,728	\$36,128	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15.9	SCCG	7	LA	ACE Construction Authority		San Gabriel Valley Grade Separation Program [Temple Avenue Train Diversion - Match]	Construction Completed 4th Quarter FY 2011-12					\$49,289	\$0	\$0	\$540	\$2,923	\$45,826	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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17	SCCG	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project			05/31/12	08/31/14	Env. 100% Des. 100% RW 100% Const. 47%	\$65,077	\$19,092	\$0	\$4,000	\$19,021	\$42,056	01/20/11	05/24/12	\$19,163	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
18	SCCG	7	LA	SCRRRA		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	Construction Completed 4th Quarter FY 2011-12					\$14,700	\$7,200	\$0	\$1,500	\$0	\$13,200	01/20/11	11/12/10	\$9,425	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
19	SCCG	7	LA	POLA	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening		N/A	06/30/13	06/30/15	Env. 100% Des. 100% RW N/A	\$42,268	\$14,700	\$700	\$5,568	\$0	\$36,000	03/05/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆
20	SCCG	7	LA	POLA	110	I-110 Freeway & C Street Interchange Improvements		N/A	11/01/13	10/31/16	Env. 100% Des. 100% RW N/A	\$39,385	\$8,300	\$801	\$3,491	\$0	\$35,093	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
22	SCCG	7	LA	POLA		South Wilmington Grade Separation			11/01/12	11/01/14	Env. 100% Des. 100% RW 100% Const. 5%	\$76,823	\$17,000	\$520	\$6,631	\$0	\$69,672	06/27/12	11/01/12	\$829	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
23	SCCG	7	LA	POLB	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]	Design-Build	Design-Build	06/07/13	06/27/16	Env. 100% Design-Build Const. 2%	\$960,203	\$299,795	\$11,862	\$37,878	\$128,104	\$782,359	06/22/11	10/01/12	\$136,478	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
24	SCCG	7	LA	POLB		Ports Rail System - Tier 1 (Pier F Support Yard)		N/A	11/29/12	05/15/14	Env. 100% Des. 100% RW N/A Const. 6%	\$30,176	\$6,936	\$2,980	\$1,990	\$0	\$25,206	10/26/11	09/17/12	\$2,864	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
25	SCCG	7	LA	POLB		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)		N/A	11/29/12	05/15/14	Env. 100% Des. 100% RW N/A Const. 6%	\$44,756	\$16,216	\$4,270	\$2,850	\$0	\$37,636	10/26/11	09/17/12	\$1,883	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
32.1	SCCG	7	LA	POLA		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]			06/01/12	07/01/14	Env. 100% Des. 100% RW 100% Const. 35%	\$111,956	\$40,718	\$6	\$7,980	\$0	\$103,970	03/29/12	05/31/12	\$12,429	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
32.2	SCCG	7	LA	POLA		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 - Berth 200 Rail Yard Track Connections]			07/01/13	06/01/14	Env. 100% Des. 100% RW 100%	\$25,700	\$10,512	\$0	\$1,000	\$0	\$24,700	03/05/13	07/17/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
34	SCCG	12	ORA	OCTA	91	SR 91 Connect Aux. Lanes through Interchange on Westbound SR91 Between SR 57 & I-5			12/01/12	12/01/15	Env. 100% Des. 100% RW 100% Const. 1%	\$62,977	\$27,227	\$1,400	\$6,234	\$7,066	\$48,277	09/27/12	02/15/13	\$200	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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35	SCCG	12	ORA	OCTA		State College Boulevard Grade Separation			11/01/13	08/01/16	Env. 100% Des. 100% RW 100%	\$74,644	\$35,890	\$305	\$3,595	\$19,092	\$57,652	06/11/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
36	SCCG	12	ORA	OCTA		Placentia Avenue Undercrossing			10/01/11	05/01/14	Env. 100% Des. 100% RW 100% Const. 59%	\$72,843	\$9,548	\$21	\$3,401	\$15,371	\$54,050	01/20/11	07/25/11	\$25,437	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
37	SCCG	12	ORA	OCTA		Orangethorpe Avenue Grade Separation			03/01/13	07/01/16	Env. 100% Des. 100% RW 100% Const. 1%	\$108,595	\$41,632	\$631	\$8,292	\$24,863	\$74,809	05/23/12	01/14/13	\$5,375	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
38	SCCG	12	ORA	OCTA		Kraemer Boulevard Undercrossing			10/01/11	05/01/14	Env. 100% Des. 100% RW 100% Const. 55%	\$68,799	\$21,009	\$631	\$5,043	\$9,382	\$53,743	01/20/11	09/12/11	\$22,345	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
41	SCCG	12	ORA	OCTA		Tustin Avenue / Rose Drive Overcrossing			03/01/13	09/01/15	Env. 100% Des. 100% RW 100% Const. 1%	\$88,175	\$30,862	\$601	\$7,085	\$32,245	\$48,244	06/27/12	02/25/13	\$7,435	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
42	SCCG	8	RIV	City of Riverside		Columbia Avenue Grade Separation	Construction Completed 4th Quarter FY 2011-12					\$33,003	\$4,953	\$143	\$1,657	\$6,800	\$24,403	06/26/08	09/23/08	\$21,594	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
43	SCCG	8	RIV	City of Corona		Auto Center Drive Grade Separation			11/01/11	04/30/13	Env. 100% Des. 100% RW 100% Const. 1%	\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955	12/14/11	05/15/13	\$52	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
44	SCCG	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	Construction Completed 1st Quarter FY 2012-13					\$50,248	\$17,288	\$160	\$2,500	\$23,500	\$24,088	05/14/09	12/01/09	\$24,322	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
45	SCCG	8	RIV	City of Riverside		Iowa Avenue Grade Separation			06/26/12	11/01/13	Env. 100% Des. 100% RW 100% Const. 42%	\$32,000	\$13,000	\$500	\$1,500	\$5,500	\$24,500	10/27/11	06/06/12	\$10,396	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
46	SCCG	8	RIV	City of Banning		Sunset Avenue Grade Separation			12/01/13	02/28/16	Env. 100% Des. 100% RW 100%	\$34,764	\$10,000	\$900	\$2,300	\$1,142	\$30,422	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
47	SCCG	8	RIV	City of Riverside		Streeter Avenue Grade Separation			11/30/12	05/30/14	Env. 100% Des. 100% RW 100% Const. 17%	\$36,000	\$15,500	\$1,500	\$1,000	\$7,500	\$26,000	06/27/12	10/23/12	\$4,308	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
48	SCCG	8	RIV	Riverside County		Avenue 56 Grade Separation			12/01/13	02/28/16	Env. 100% Des. 100% RW 100%	\$31,658	\$15,066	\$295	\$2,268	\$3,289	\$25,806	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
50	SCCG	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing			12/01/13	06/15/16	Env. 100% Des. 100% RW 100%	\$30,806	\$13,247	\$502	\$2,843	\$7,385	\$20,076	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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51	SCCG	8	RIV	City of Riverside		Riverside Avenue Grade Separation			10/01/13	04/01/15	Env. 100% Des. 100% RW 100%	\$33,820	\$12,100	\$1,047	\$1,453	\$6,892	\$24,428	05/07/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
53	SCCG	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF			12/01/13	06/01/16	Env. 100% Des. 100% RW 100%	\$51,632	\$17,696	\$563	\$3,700	\$1,923	\$45,446	06/11/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
54	SCCG	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements			04/01/12	04/01/14	Env. 100% Des. 100% RW 100% Const. 55%	\$66,776	\$8,835	\$3,463	\$4,786	\$7,000	\$51,527	10/26/11	08/13/12	\$28,300	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
56	SCCG	8	SBD	SANBAG	10	Route 10 Cherry Avenue Interchange Reconstruction			08/01/11	12/31/13	Env. 100% Des. 100% RW 100% Const. 55%	\$77,806	\$30,773	\$935	\$5,822	\$9,503	\$61,546	03/28/12	05/01/12	\$33,800	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
58	SCCG	8	SBD	SANBAG	10	Route 10 Riverside Ave Interchange Reconstruction	Construction Completed 3rd Quarter FY 2011-12					\$29,741	\$9,837	\$0	\$1,885	\$2,470	\$25,386	04/15/09	11/04/10	\$24,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
59	SCCG	8	SBD	SANBAG		ACE Glen Helen Parkway Railroad Grade Separation			04/05/13	08/22/14	Env. 100% Des. 100% RW 100% Const. 4%	\$25,885	\$7,172	\$0	\$2,650	\$6,400	\$16,835	03/05/13	05/07/13	\$349	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
61	SCCG	8	SBD	SANBAG		ACE South Milliken Avenue Grade Separation			12/11/13	06/01/16	Env. 100% Des. 100% RW 100%	\$82,016	\$28,213	\$750	\$4,745	\$5,221	\$71,300	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
63	SCCG	8	SBD	SANBAG		Palm Avenue Grade Separation			06/01/13	06/30/15	Env. 100% Des. 100% RW 100%	\$26,398	\$4,560	\$774	\$2,024	\$8,320	\$15,280	03/05/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
66	SCCG	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange	Construction Completed 2nd Quarter FY 2012-13					\$73,597	\$14,194	\$3,458	\$3,766	\$26,594	\$39,779	05/14/09	10/20/09	\$37,500	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
83	SCCG	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project			09/30/11	03/30/14	Env. 100% Des. 100% RW 100% Const. 93%	\$151,917	\$41,228	\$3,689	\$11,600	\$26,700	\$109,928	08/10/11	10/12/11	\$55,819	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
84	SCCG	8	SBD	SANBAG		Laurel Street/BNSF Grade Separation			09/04/13	09/06/15	Env. 100% Des. 100% RW 100%	\$59,855	\$24,713	\$0	\$4,657	\$11,053	\$44,146	06/11/13		\$17	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
85	SCCG	8	RIV	Riverside County		Avenue 52 Grade Separation			10/15/13	03/31/15	Env. 100% Des. 100% RW 100%	\$29,866	\$10,000	\$2,668	\$0	\$3,000	\$24,198	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
86	SCCG	7	LA	POLA		Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension			11/21/13	02/28/16	Env. 100% Des. 100% RW 100%	\$72,987	\$20,712	\$0	\$3,292	\$0	\$69,695	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
87.1	SCCG	7	LA	POLA		Cargo Transportation Improvement Emission Reduction Program-Phase 1			01/31/13	05/31/14	Env. 100% Des. 100% RW 100% Const. 25%	\$26,695	\$12,705	\$0	\$1,285	\$0	\$25,410	12/06/12	02/21/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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PROJECT NUMBER	TCIF REGION (NCTCC, SCCG, SDBR/BORDER, OTHER)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	ALLOCATION DATE	AWARD DATE	CONSTRUCTION EXPENDITURES (\$1,000)	SCOPE	BUDGET	SCHEDULE
87.2	SCCG	7	LA	POLA		Cargo Transportation Improvement Emission Reduction Program-Phase 2			11/30/13	09/30/17	Env. 100% Des. 100% RW 100%	\$143,000	\$26,664	\$0	\$8,470	\$0	\$134,530	06/11/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
88	SCCG	7	LA	ACE Construction Authority		Baldwin Avenue Grade Separation			08/31/12	08/31/14	Env. 100% Des. 100% RW 100% Const. 15%	\$81,470	\$37,638	\$0	\$1,902	\$41,930	\$37,638	05/23/12	10/22/12		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
90	SCCG	7	VEN	VCTC / ACTA		Hueneme Road Widening			02/15/13	02/15/14	Env. 100% Des. 100% RW 100%	\$2,924	\$1,462	\$0	\$0	\$0	\$2,924	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
91	SCCG	7	VEN	VCTC	101	Route 101 Improvements			08/12/13	08/10/15	Env. 100% Des. 100% RW 100%	\$49,297	\$13,118	\$1,600	\$5,197	\$500	\$42,000	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TOTAL SCCG												\$3,960,052	\$1,301,249										
67	SDBR	11	SD	SANDAG	905	State Route 905	Construction Completed 1st Quarter FY 2012-13					\$82,953	\$66,804	\$0	\$499	\$0	\$82,454	10/30/08	05/08/09	\$73,819	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
68	SDBR	11	SD	SANDAG	11	SR 11/Otay Mesa East Port of Entry [Parent - Environmental Programming for Entire Corridor]	N/A	N/A	N/A	N/A	Env. 100% Des. N/A RW N/A Const. N/A	\$12,300	\$0	\$12,300	\$0	\$0	\$0	N/A	N/A		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
68.1	SDBR	11	SD	SANDAG	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]			07/15/13	03/30/16	Env. 100% Design Build	\$120,700	\$79,700	\$0	\$7,300	\$33,700	\$79,700	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
68.2	SDBR	11	SD	SANDAG	11	SR 11/Otay Mesa East Port of Entry [Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]	07/31/13	07/31/13	10/30/13	06/30/16	Env. 100% Des. 25%	\$245,400	\$0	\$0	\$17,500	\$52,000	\$175,900	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
68.3	SDBR	11	SD	SANDAG	11	SR 11/Otay Mesa East Port of Entry [Segment 3 - East Otay Mesa Land POE]	07/31/13	07/31/13	09/30/13	03/31/16	Env. 100% Des. 25%	\$341,300	\$0	\$0	\$14,400	\$41,900	\$285,000	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
69	SDBR	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements			06/14/12	11/07/13	Env. 100% Des. 100% RW 100% Const. 98%	\$3,172	\$792	\$440	\$345	\$20	\$2,367	03/29/12	06/21/12	\$1,762	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
70	SDBR	11	SD	Port of San Diego	5	10th Avenue/Harbor Drive At-Grade Improvements			11/07/13	08/25/16	Env. 100% Des. 100% RW 100%	\$5,353	\$1,550	\$1,121	\$880	\$186	\$3,166	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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PROJECT NUMBER	TCIF REGION (NCTCC, SCCG, SDBR/BORDER, OTHER)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	ALLOCATION DATE	AWARD DATE	CONSTRUCTION EXPENDITURES (\$1,000)	SCOPE	BUDGET	SCHEDULE									
72	SDBR	11	SD	Port of San Diego	5	Civic Center Drive and I-5 Grade Improvements			06/14/12	11/07/13	Env. 100% Des. 100% RW 100% Const. 98%	\$2,193	\$361	\$531	\$300	\$37	\$1,325	03/29/12	06/21/12	\$846	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
74	SDBR	11	SD	SANDAG		Southline Rail Improvements - Yard Expansion			01/04/13	01/01/15	Env. 100% Des. 100% RW 100% Const. 3%	\$40,460	\$25,900	\$540	\$2,482	\$6,870	\$30,568	10/24/12	12/21/12	\$190	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
75.1	SDBR	11	SD	SANDAG		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	Construction Completed 1st Quarter FY 2012-13					\$4,608	\$4,608	\$0	\$0	\$0	\$4,608	01/20/11	05/12/10	\$3,240	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
75.2	SDBR	11	SD	SANDAG		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track Improvements]		N/A	03/15/11	03/30/13	Env. 100% Des. 100% RW N/A Const. 92%	\$10,584	\$10,584	\$0	\$0	\$0	\$10,584	01/20/11	02/10/11	\$7,712	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	◆									
75.3	SDBR	11	SD	SANDAG		Southline Rail Improvements - Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]		N/A	03/18/13	12/22/14	Env. 100% Des. 100% RW N/A Const. 1%	\$5,400	\$5,400	\$0	\$0	\$0	\$5,400	02/23/12	04/29/13		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
75.4	SDBR	11	SD	SANDAG		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]		N/A	11/01/13	07/01/15	Env. 100% Des. 100% RW N/A	\$30,591	\$21,621	\$220	\$8,750	\$0	\$21,621	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
76	SDBR	11	SD	SANDAG		LOSSAN N Rail Corridor at Sorrento		N/A	09/01/11	09/30/14	Env. 100% Des. 100% RW N/A Const. 68%	\$39,000	\$10,800	\$0	\$3,200	\$0	\$35,800	10/26/11	08/19/11	\$18,985	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
93	SDBR	11	SD	SANDAG		Sorrento Valley Double Track			11/01/13	11/01/15	Env. 100% Des. 100% RW 100%	\$37,700	\$14,313	\$3,352	\$1,653	\$345	\$32,350	05/07/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
TOTAL SDBR												\$981,714	\$242,433	\$18,504	#####																	
11	OTHER	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project		N/A	08/01/12	11/30/13	Env. 100% Des. 100% RW NA Const. 10%	\$15,000	\$7,200	\$100	\$500	\$0	\$14,400	05/23/12	06/29/12	\$190	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
77	OTHER	11	IMP	IVAG	78/111	Brawley Bypass State Route 78/111	Construction Completed 4th Quarter FY 2012-13					\$70,305	\$43,122	\$1,206	\$6,500	\$18,569	\$44,030	04/07/10	11/30/10	\$40,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									

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Schedule and Cost
ALLOCATED PROJECTS**

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PROJECT NUMBER	TCIF REGION (NCTCC, SCCG, SDBR/BORDER, OTHER)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	ALLOCATION DATE	AWARD DATE	CONSTRUCTION EXPENDITURES (\$1,000)	SCOPE	BUDGET	SCHEDULE			
92.1	OTHER	3	Yol	Port of Sac		West Sacramento Rail Plan-Pioneer Bluff Bridge [City of West Sacramento/Port of West Sacramento Rail Plan--UPRR Track Improvements (Phase 1)]	Construction Completed 3rd Quarter FY 2011-12					\$7,500	\$0	\$0	\$0	\$0	\$7,500	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
92.2	OTHER	3	Yol	Port of Sac		West Sacramento Rail Plan-Pioneer Bluff Bridge [City of West Sacramento/Port of West Sacramento Rail Plan--Cemex Track/Unit Track 2 (Phase 2)]	Construction Completed 3rd Quarter FY 2011-12					\$1,800	\$0	\$0	\$100	\$0	\$1,700	N/A				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
92.3	OTHER	3	Yol	Port of Sac		West Sacramento Rail Plan-Pioneer Bluff Bridge [City of West Sacramento/Port of West Sacramento Rail Plan--Washington Overpass (Phase 3)]			06/01/13	07/01/13	Env. 100% Des. 100% RW 100%	\$1,540	\$0	\$0	\$0	\$0	\$1,540	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
92.4	OTHER	3	Yol	Port of Sac		West Sacramento Rail Plan-Pioneer Bluff Bridge [City of West Sacramento/Port of West Sacramento Rail Plan--Loop Track (Phase 4)]			01/15/14	08/15/14	Env. 100% Des. 100% RW 100%	\$1,124	\$0	\$3	\$100	\$5	\$1,016	N/A			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
92.5	OTHER	3	Yol	Port of Sac		West Sacramento Rail Plan-Pioneer Bluff Bridge [City of West Sacramento/Port of West Sacramento Rail Plan--Pioneer Bluff Bridge (Phase 5)]			08/21/13	12/31/14	Env. 100% Des. 100% RW 100%	\$10,561	\$9,678	\$210	\$653	\$20	\$9,678	06/11/13			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
TOTAL OTHER												\$107,830	\$60,000													
GRAND TOTAL ALLOCATED												\$2,107,225														

**Trade Corridors Improvement Fund Delivery Report
Withdrawn and Deprogrammed Projects
As of 4th Quarter FY 2012-13**

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Date Withdrawn	TCIF Amount (X 1,000)	COMMENTS - CTC ACTIONS TO DEPROGRAM / DELETE
1	4	ALA	Port of Oakland		7th Street Grade Separation	Withdrawn by Project Sponsor, March 2012	\$110,252	Program Amendment: TCIF-P-1112-27, 03/28/12, delete Proj. 1 and program \$110,252,000 to Proj. 3.
7	6	KER	City of Shafter		Shafter Intermodal Rail Facility	Deprogrammed by CTC, October 2011	\$15,000	Program Amendment: TCIF-P-1112-09B, 10/26/11, deprogram Projs. 7 and 13 from TCIF program
8	3	PLA	Caltrans / UP		Track and Tunnel Improvements at Donner Summit	Withdrawn by Project Sponsor, October 2008	\$43,000	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
13	10	STA	Stanislaus County		San Joaquin Valley Short Haul Rail	Deprogrammed by CTC, October 2011	\$22,467	Program Amendment: TCIF-P-1112-09B, 10/26/11, delete Projs. 13 and 7 from TCIF program.
14	3	YOL	Port of Sacramento		Sacramento River Deep Water Channel Project	Deprogrammed by CTC, December 2012	\$10,000	Program Amendment: TCIF-P-1213-18, 12/06/12, delete Project 14 from TCIF program, and reallocate the available funds to Project 92 "The Pioneer Bluff Bridge."
16	7	LA	Alameda Corridor Transportation Authority	47	SR 47 Expressway - Schuyler Heim Bridge Replace/Construct Expressway & Flyover	Withdrawn by Project Sponsor, February 2012	\$158,000	Program Amendment: TCIF-P-1112-17, 02/22/12, deleted Projs. 16 and 31 from TCIF Program (combined total of \$196,330,000 TCIF) \$94,219,000 reprogrammed to Projs. 86, 87 and 88.
26	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier B Street Realignment)	Withdrawn by Project Sponsor, March 2011	\$4,180	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
27	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Terminal Island Wye Track Realignment)	Withdrawn by Project Sponsor, March 2011	\$3,790	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
28	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reconfigure Control Point / Computerized Train Control)	Withdrawn by Project Sponsor, March 2011	\$10,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
29	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reeves Avenue Closure and Grade Separation)	Withdrawn by Project Sponsor, March 2011	\$24,570	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
30	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Navy Mole Storage Yard)	Withdrawn by Project Sponsor, March 2011	\$6,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
31	7	LA	Alameda Corridor Transportation Authority		Ports Rail System - Tier 1 (New Cerritos Rail Bridge / Triple Track South of Thenard)	Withdrawn by Project Sponsor, February 2012	\$38,330	Program Amendment: TCIF-P-1112-17, 02/22/12, deleted Projs. 16 and 31 from TCIF Program (combined total of \$196,330,000 TCIF) \$94,219,000 reprogrammed to Projs. 86, 87 and 88.
33	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier 400 Second Lead Track)	Withdrawn by Project Sponsor, October 2008	\$3,670	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
39	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	Withdrawn by Project Sponsor, April 2012	\$12,757	Program Amendment: TCIF-P-1112-02B, 04/25/12, delete Proj. 39 and program \$3,376,000 to Proj. 35; \$6,354,000 to Proj. 37; and \$3,027,000 to Proj. 41.
49	8	RIV	Riverside County		Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Withdrawn by Project Sponsor, March 2011	\$10,000	Program Amendment: TCIF-P-1011-17, 03/23/11, delete Proj. 49 and program \$10,000,000 to new Proj. 85.
52	8	RIV	City of Riverside		3rd Street Grade Separation	Withdrawn by Project Sponsor, May 2011	\$17,500	Program Amendment: TCIF-P-1011-27, 05/11/11, delete Proj. 52.
55	8	SBD	San Bernardino Associated Governments	15/215	I-15 Widening and Devore Interchange Reconstruction	Withdrawn by Project Sponsor, May 2010	\$118,012	Program Amendment: TCIF-P-0910-09, 05/19/10, delete Proj. 55 from TCIF program.
57	8	SBD	San Bernardino Associated Governments	10	Route 10 Citrus Avenue Interchange Reconstruction	Withdrawn by Project Sponsor, June 2013	\$23,600	Program Amendment: TCIF-P-1213-79, 06/11/13, delete Proj. 57 from TCIF program. LONP was cancelled. Funds moved to Projects 61 and 84.
60	8	SBD	San Bernardino Associated Governments		ACE North Milliken Avenue Railroad Grade Separation at UPRR	Withdrawn by Project Sponsor, June 2010	\$6,490	Program Amendment: TCIF-P-0910-13, 06/30/10, deprogrammed Proj. 60 and reprogrammed \$6,490,000 TCIF from Proj. 60 to Proj. 61. NOTE: Proj. 60 to be funded with \$45,080,000 RUP by STIP Amendment 08S-066 7/25/10
62	8	SBD	San Bernardino Associated Governments		Valley Boulevard Grade Separation	Withdrawn by Project Sponsor, October 2008	\$7,658	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
65	8	SBD	San Bernardino Associated Governments		Vineyard Avenue Grade Separation	Withdrawn by Project Sponsor, June 2013	\$6,884	Program Amendment: TCIF-P-1213-79, 06/11/13, delete Proj. 65 from TCIF program. Funds moved to Project 64.
71	11	SD	Port of San Diego	5	32nd Street at Harbor Drive Grade Separated Improvements	Withdrawn by Project Sponsor, October 2012	\$50,665	Program Amendment: TCIF-P-1213-17, 10/24/12, delete Projs. 71 and 73 and program \$11,916,000 to new Project #91.
73	11	SD	Port of San Diego		National City Marine Terminal Improvement (Wharf Extension)	Withdrawn by Project Sponsor, October 2012	\$15,000	Program Amendment: TCIF-P-1213-17, 10/24/12, delete Projs. 71 and 73 and program \$11,916,000 to new Project #91.
78	5	MON SBT	Monterey County	101	San Juan Road Interchange	Withdrawn by Project Sponsor, April 2012	\$28,325	Program Amendment: TCIF-P-1112-02B, 04/25/12, delete Proj. 78 from TCIF Program.
79	8	SBD	Caltrans / BNSF / UP		Colton Crossing Flyover	Deprogrammed by CTC March 2010 (See Project 83)	\$97,305	AB268 Review of TCIF #79: No resolution #, 03/25/10, deprogrammed 79. NOTE: See Project 83 (\$91,305,000 out of \$97,305,000 from Proj. 79 was later reprogrammed to Proj. 83)
80	8	SBD	San Bernardino Associated Governments		South Archibald Grade Separation	Withdrawn by Project Sponsor, November 2010	\$7,658	Program Amendment: TCIF-P-1011-10, 11/04/10, deprogram project. Note: \$7,658,000 TCIF to go to new Proj. 84 - Laurel Street.

TOTAL \$851,113

TCIF Project Action Plan Report Fourth Quarter FY 2012-13

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

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland)	\$73,000	\$97,912	Schedule

Project Action Plan: Schedule delays are due to the impacts from the Buy America requirements under MAP 21 for utility relocation. Right of way (ROW) certification was received August 2013. The project allocation was approved at the August 6, 2013 CTC meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
9.1	3	SAC	N/A	Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]	\$25,266	\$81,292	Schedule

Project Action Plan:

A total of \$1,811,000 of local funding has been added to Phase 1 of the project for estimated construction expense overruns. No additional TCIF funding will be used or has been requested. Project construction is scheduled to be complete by July 15, 2013.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
9.2	3	SAC	N/A	Sacramento Intermodal Track Relocation [Phase 2 - West Pedestrian/Bicycle Tunnel Ramps]	\$0	\$3,483	Schedule

Project Action Plan

Schedule delays are due to punch list items that were not completed on time. The project is estimated to be complete on July 15, 2013.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
21	7	LA	N/A	Washington Boulevard Widening & Reconstruction	\$5,800	\$32,000	Schedule

Project Action Plan

A design review by Caltrans was required due to a portion of the work being on the State Highway system. Additional time was needed to coordinate this review with the Caltrans District office. PSE comments (65%) have been returned to the City of Commerce. Additional documents are currently with other functional units for review. The City anticipates awarding the construction contract in February 2014.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	\$299,795	\$960,203	Budget Schedule

Project Action Plan

There is a cost variance of \$150 million between the approved budget and the amount of secured funds. The Port of Long Beach is working on securing the additional funds and a timeframe for when the funds may become available. Schedule delays are due to the impacts from the Buy America requirements under MAP 21 for utility relocation.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
40	12	ORA		Lakeview Avenue Overcrossing	\$39,519	\$99,763	Schedule

Project Action Plan: Schedule delays are due to the impacts from the Buy America requirements under MAP 21 for utility relocation. ROW certification was received August 2013. The project allocation was approved at the August 6, 2013 CTC meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
63	8	SBD		Palm Avenue Grade Separation	\$4,560	\$26,398	Schedule

Project Action Plan:

The project award has been delayed because more time was required to obligate federal funding than originally anticipated. Federal funding was ultimately approved on July 2, 2013. The project award is estimated for mid September 2013.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
64	8	SBD		Lenwood Road Grade Separation	\$8,855	\$31,733	Schedule

Project Action Plan: Schedule delays are due to the impacts from the Buy America requirements under MAP 21 for utility relocation. ROW certification was received August 2013. The project allocation was approved at the August 6, 2013 CTC meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
89	4	SOL	8/6 80/ 12	Solano I-80/680/12 Connector	\$24,000	\$100,400	Schedule

Project Action Plan: Schedule delays are due to the impacts from the Buy America requirements under MAP 21 for utility relocation. ROW certification was received August 2013. The project allocation was approved at the August 6, 2013 CTC meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
90	7	VEN		Hueneme Road Widening	\$1,462	\$2,924	Schedule

Project Action Plan: The schedule delays are due to railroad crossing improvements that are part of the project. The railroad is getting a notice to proceed from the City on August 7, 2013. The procurement, bid, and construction will take approximately four to five months to complete. The road construction can begin as soon as the railroad completes their work. The project goes to bid on August 26, 2013, and the project award is estimated for late November 2013.

Below are the commonly used abbreviations and acronyms used throughout this report:

	Acronyms/Abbreviations
Alameda	ALA
Alameda Corridor East Construction Authority	ACE Construction Authority
Burlington Northern Sante Fe Railway	BNSF
California Transportation Commission	CTC
Contra Costa	CC
Imperial	IMP
Imperial Valley Association of Governments	IVAG
Kern	KER
Los Angeles	LA
Metropolitan Transportation Commission	MTC
Northern California Trade Corridors Coalition	NCTCC
Orange	ORA
Orange County Transportation Authority	OCTA
Port of Oakland	POA
Port of Los Angeles	POLA
Port of Long Beach	POLB
Riverside	RIV
Sacramento	SAC
San Bernardino	SBD
San Bernardino Associated Governments	SANBAG
San Diego	SD
San Diego Association of Governments	SANDAG
San Diego Border Region	SDBR
San Joaquin Council of Governments	SJCOG
San Francisco	SF
Solano	SOL
Southern California Consensus Group	SCCG
Southern California Regional Rail Authority	SCRRA
Trade Corridors Improvement Fund Program	TCIF
Union Pacific Railroad	UPRR
Ventura	VEN
Ventura County Transportation Commission	VCTA
Yolo	YOL

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 3.10
Information Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: James E. Davis
Division Chief
Division of Project Management

Subject: **FY 2012-13 FOURTH QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2012-13 Fourth Quarter Project Delivery Report.

Attachment



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**End - of - Year
FY 2012-13
Project Delivery Report**

**Quarterly Report to the
California Transportation
Commission**



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

Note 1: All costs shown are in \$1,000's unless noted otherwise.

Note 2: Abbreviations and acronyms are listed in the appendix.

Executive Summary

End of Year - FY 2012-13

FY 2012-13 Contract for Delivery

For FY 2012-13, the dollar value of projects in the Contract for Delivery is \$1,430 million. Through the end of the fourth quarter, FY 2012-13, the Department delivered a total of 167 (98 percent of annual plan) highway construction contracts with an estimated value in the contract at \$1,197 million.

Program Delivery Summary

Though the end of the fourth quarter, FY 2012-13, the Department has delivered:

- A total of 450 projects valued at \$2,134 million from all funding programs.
- A total of 20 (87 percent of annual plan) programmed State Transportation Improvement Program (STIP) highway construction contracts valued at \$100 million (73 percent of annual plan).
- A total of 162 (107 percent of annual plan) programmed State Highway Operations and Protection Program (SHOPP) highway construction contracts valued at \$1,095 million (127 percent of annual plan).

Past Years' Contracts for Delivery Award Status

Though the end of the fourth quarter, FY 2012-13, the Department has awarded:

- 268 projects out of 279 (96 percent) from the FY 2011-12 Contract for Delivery.
- 346 projects out of 346 (100 percent) from the FY 2010-11 Contract for Delivery.

Environmental Document Milestones

In FY 2012-13, the planned total number of environmental document milestones is 158. The Department delivered 108 (91 percent of annual plan) final environmental documents and 29 (74 percent of annual plan) draft environmental documents.

Right of Way Program

In FY 2012-13, the Department received a right-of-way allocation of \$227 million dollars. Though the end of the second quarter, the Department expended \$227 million (100 percent of annual plan).

Construction Program

There are 735 on-going construction contracts valued at \$12,155 million.

Report on Completed Projects

Though the end of the fourth quarter, FY 2012-13, the Department has completed:

- A total of 25 STIP projects. The total amount of State funds that were approved by the commission for these projects was \$738 million. The actual cost of the projects completed was \$688 million which is 93 percent of the approved funds.
- A total of 242 SHOPP projects. The total amount of State funds that were approved by the commission for these projects was \$1,654 million. The actual cost of the projects completed was \$1,228 million which is 74 percent of the approved funds.

FY 2012-13 Contract for Delivery

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

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

The total estimated value at the "Ready To List" delivery milestone for all 170 projects in the FY 2012-13 Contract for Delivery is \$1,430 million.

167 out of 170 projects planned in FY 2012-13 were delivered.

The three projects that were not delivered need additional time to secure coastal commission permits,

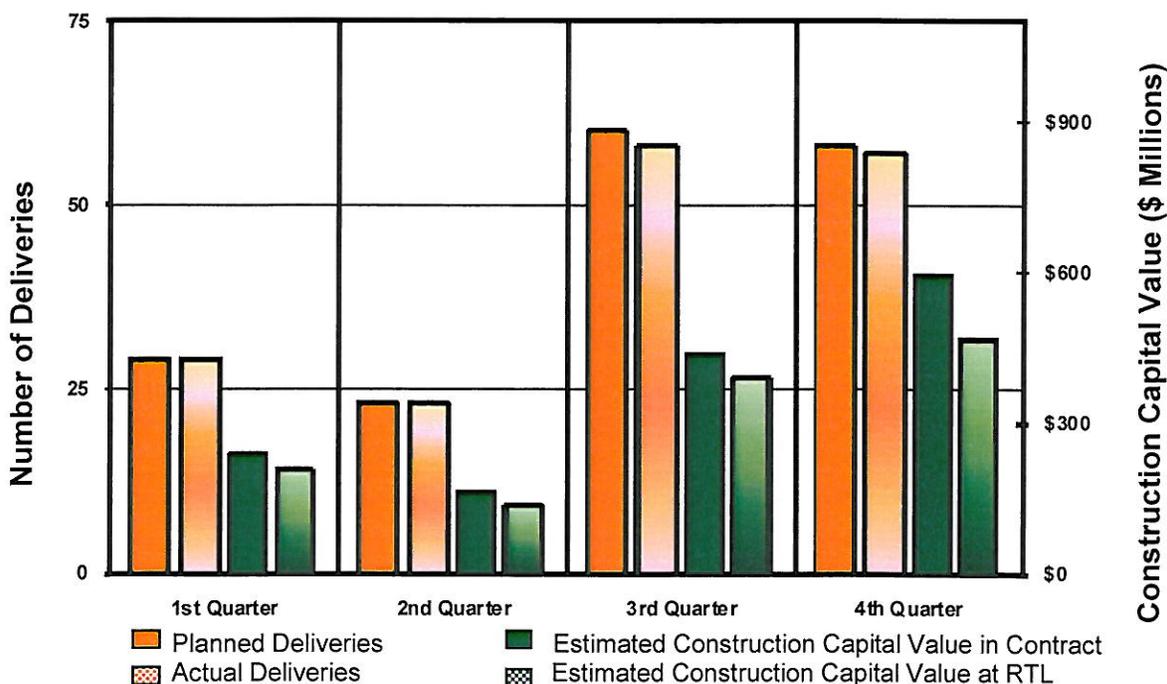
STATUS AS OF JUNE 30, 2012



STATEWIDE Contract for Delivery FY 2012-13

Ready to List (RTL) Milestone Delivery

Description	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
NUMBER OF DELIVERIES					
Planned	29	23	60	58	170
Actual	29	23	58	57	167
CONSTRUCTION CAPITAL VALUE (\$ MILLIONS)					
Estimate in Contract	\$ 236.8	\$ 161.9	\$ 437.1	\$ 594.5	\$1,430.4
Estimated at RTL	\$ 205.3	\$ 135.3	\$ 389.2	\$ 467.0	\$1,196.8





The California Department of Transportation Contract for Delivery! FY 2012/2013

4th Quarter Delivery Report 58 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (~1000 \$)	BUDGETED PE SUPPORT (1000 \$)	ACTUAL PE SUPPORT (1000 \$)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	0B100	SHOPP	HUM	101	\$799	\$415	\$291	INSTALL CABLE MEDIAN BARRIER		★	AADD	★	09/01/13
1	0C360	SHOPP	MEN	101	\$919	\$439	\$126	INSTALL HIGH FRICTION SURFACE		★	AADD	★	08/15/13
1	45090	SHOPP	HUM	169	\$6,021	\$2,992	\$3,348	WIDENING AND MBGR		★			10/15/13
1	47940	STIP	DN	199	\$13,648	\$4,231	\$3,904	REALIGNMENT AND WIDENING AT PATRICK CREEK NARROWS					11/01/13
2	36070	SHOPP	SHA	299	\$27,000	\$5,500	\$5,500	ROADWAY REHABILITATION					11/06/13
2	3C072	SHOPP	LAS	395	\$2,500	\$1,219	\$879	CAPM			AADD	★	★
2	4E530	SHOPP	SHA	5	\$6,100	\$923	\$620	BRIDGE MAINTENANCE		★			09/06/13
3	1F330	SHOPP	ED	193	\$1,625	\$615	\$542	IMPROVE SUPERELEVATION OF CURVE			AADD		09/15/13
3	2F970	SHOPP	COL	20	\$2,490	\$400	\$165	PAVEMENT REHABILITATION		★	AADD	★	12/10/13
4	1A671	SHOPP	ALA	580	\$49,290	\$5,905	\$4,025	REHABILITATE BRIDGE DECK		★			11/19/2013
4	1G420	SHOPP	SON	116	\$680	\$717	\$1,288	CONSTRUCT RETAINING WALL, PLACE ROCK PROTECTION, MODIFY DRAINAGE,		★			09/22/13
4	23562	SHOPP	SM	101	\$9,320	\$4,356	\$4,356	REPLACE BRIDGE STRUCTURE AT SAN FRANCISQUITO CREEK		★			11/1/2013
4	2356A	LOCAL	SM	101	\$1,734	\$585	\$428	REPLACEMENT LANDSCAPING				★	09/02/13
4	2A110	SHOPP	NAP	121	\$6,200	\$3,000	\$3,798	REPLACE CAPELL CREEK BRIDGE (SCOUR)		★	★	★	
4	2A250	SHOPP	SCL	152	\$24,826	\$7,652	\$9,404	IMPROVE SIGHT DISTANCE, UPGRADE SHOULDERS, MINOR REALIGNMENT, TURN-		★	★		09/24/13
4	2A430	SHOPP	SCL	9	\$8,746	\$3,700	\$4,255	IMPROVE SIGHT DISTANCE, UPGRADE SHOULDERS, AND PROVIDE MINOR					08/15/13
4	3A870	SHOPP	CC	680	\$15,270	\$3,600	\$5,346	BRIDGE REHABILITATION					10/1/2013
4	4A510	SHOPP	SF	280	\$9,004	\$2,738	\$1,875	REPLACE BRIDGE HINGES			AADD		12/1/2013
4	4A630	SHOPP	VAR	000	\$11,619	\$2,700	\$2,700	CONSTRUCT WHEELCHAIR RAMPS			★		09/19/13
4	4S050	SHOPP	SCL	9	\$2,780	\$475	\$1,380	CONSTRUCT TIE-BACK WALL					07/17/13
4	4S160	SHOPP	SON	1	\$1,404	\$1,270	\$1,243	INSTALL SUB-DRAINAGE SYSTEM, RECONSTRUCT EMBANKMENT		★	★	★	12/17/13
4	4S450	SHOPP	MRN	1	\$1,100	\$850	\$1,256	RECONSTRUCT SLOPE WITH RETAINING WALL					11/01/13

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2013**

	AADD - Authority to Advertise District Delegation	RA - Recovery Act	Completed	Awarded
	B - CMIA - Bond - Corridor Mobility Improvement Account	Retro-SW - Retrofit Soundwall	★ Completed Ahead of Schedule	★ Awarded Ahead of Schedule
	B - RTE99 - P1B SR99 Improvement	RM2 - Regional Measure 2	Behind Schedule	Awarded Behind Schedule
	HM - b - Highway Maintenance - bridge	STIPP - State Transportation Improvement Program	To Be Completed/Awarded	
HM - d - Highway Maintenance - drainage	TCIP - Trade Corridors Improvement Program	PE Support <= 80% of Budget	PE Support Within Budget	
HM - p - Highway Maintenance - pavement	TCRP - Traffic Congestion Relief Program	PE Support >= 120% of Budget	Future RTL Status Date	
L - Reimb - Local Reimbursed	TOLL - Other Toll			
M - Reimb - Measure Reimbursed	TOLL-R - Toll Retrofit			
MTC - Metropolitan Transportation Commission	VAR - Various			
PE - Preliminary Engineering	SHOPP - State Highway Operation Protection Prog.			
Ph2 Ret - Phase 2 Retrofit	B-SHOPP - Bond - State Highway Operations Protection Program Augmentation			



The California Department of Transportation Contract for Delivery! FY 2012/2013

4th Quarter Delivery Report 58 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT ('1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
4	4S770	SHOPP	MRN	1	\$880	\$480	\$498	REPLACE FAILED CULVERT AND EXTEND ANOTHER CULVERT IN ANOTHER		★	AADD		08/08/13
5	0C901	SHOPP	SCR	1	\$2,956	\$1,009	\$818	INSTALL CCTV AND SIGNS				★	10/01/13
5	0G070	SHOPP	SB	101	\$17,169	\$3,749	\$6,158	UPGRADE EXISTING DRAINAGE CULVERTS					11/15/13
6	0J930	SHOPP	KER	119	\$2,097	\$1,363	\$1,363	INSTALL GUARDRAIL AND EXTEND CULVERTS			AADD		10/15/13
7	25901	SHOPP	LA	710	\$10,950	\$1,470	\$1,966	SAND FILTERS & INFILTRATION DEVICES *PHASE 2 OF 10.					10/10/13
7	27240	SHOPP	LA	5	\$2,033	\$465	\$465	STORM WATER MITIGATION		★	AADD		10/08/13
7	27490	SHOPP	LA	110	\$1,250	\$300	\$300	INSTALL PLANTS FOR EROSION CONTROL			AADD		10/09/13
7	27590	SHOPP	LA	110	\$1,300	\$300	\$300	INSTALL PLANTS FOR EROSION CONTROL			AADD		10/09/13
7	2777U	SHOPP	LA	5	\$3,500	\$900	\$595	INSTALL PLANTS FOR EROSION CONTROL *COMB FR 27750, 27760 & 27770		★	AADD		09/23/13
7	27830	SHOPP	LA	405	\$9,200	\$1,700	\$1,883	BRIDGE REHAB *BRIDGE# 53-1198			AADD	★	09/27/13
7	3X390	SHOPP	LA	1	\$3,500	\$500	\$500	REPLACE ENTIRE CRIB WALL SYSTEM *DIR			AADD		11/12/13
7	3X410	SHOPP	LA	2	\$3,500	\$490	\$527	CONSTRUCT DEBRIS WALL, GRADE SLOPE, PLACE EROSION CONTROL *DIR		★	AADD		11/13/13
7	3X450	SHOPP	LA	1	\$3,500	\$525		REPAIR FAILED DRAINAGE *DIR		06/14/13	04/15/13	06/28/13	10/09/13
7	4H900	SHOPP	LA	60	\$2,606	\$646	\$1,340	WINDEN OFF-RAMP			AADD		08/28/13
7	4T490	SHOPP	LA	1	\$570	\$399	\$398	CONSTRUCT CURB RAMPS & SIDEWALK			AADD	★	09/16/13
7	4T570	SHOPP	LA	105	\$985	\$255	\$255	RDWRK/FLSHNG BCN/LGTHNG DRNG,STRPNG		★			08/22/13
7	4T580	SHOPP	LA	210	\$370	\$151	\$296	INSTALL TRAFFIC SIGNAL	★	★		★	11/07/13
8	0M450	SHOPP	SBD	38	\$765	\$843	\$1,008	ADD LEFT TURN POCKETS		★	AADD	★	10/28/13
8	0N570	SHOPP	SBD	40	\$1,175	\$632	\$480	BRIDGE SIESMIC RETROFIT		★		★	10/07/13
8	43541	SHOPP	SBD	40	\$489	\$477	\$415	PLACE ROCK SLOPE PROTECTION	★	★	AADD		09/05/13
8	44910	SHOPP	RIV	111	\$7,398	\$2,572	\$2,431	REPLACE BRIDGE		★			12/20/13
9	35160	SHOPP	INY	395	\$5,573	\$430	\$265	PAVEMENT PRESERVATION			AADD		7/15/2013

FOURTH QUARTER APRIL 1 - JUNE 30

Status as of 6/30/2013



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

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



The California Department of Transportation Contract for Delivery! FY 2012/2013

4th Quarter Delivery Report 58 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (~1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
9	35410	SHOPP	MNO	395	\$2,045	\$151	\$158	PAVEMENT PRESERVATION	★	★	AADD	★	9/1/2013
10	05110	TCIF/LOCAL	SJ	4	\$121,808	\$17,400	\$3,795	EXTEND FREEWAY		★			11/27/13
10	0T160	SHOPP	SJ	26	\$2,789	\$1,625	\$1,275	HORIZONTAL CURVE REALIGNMENT		★	AADD		08/06/13
10	0T230	SHOPP	SJ	4	\$739	\$763	\$763	TRAFFIC CONTROL INSTALLATION AND WIDENING SHOULDER				★	09/04/13
11	00270	SHOPP	SD	5	\$15,927	\$2,652	\$5,250	CONSTRUCT AUXILIARY LANES/ WIDEN CONNECTOR		★	AADD	★	09/06/13
11	05632	CIF/LOCAL/ ST	SD	11	\$67,100	\$13,140	\$12,209	CONSTRUCT FREEWAY TO FREEWAY CONNECTORS		★	AADD	★	03/30/16
11	40670	SHOPP	SD	5	\$53,315	\$3,715	\$3,715	PAVEMENT PRESERVATION (CAPM)			AADD		11/21/13
12	0G331	STIP	ORA	91	\$2,275	\$379	\$379	HIGHWAY REPLACEMENT PLANTING		★	AADD	★	07/29/13
12	0H440	SHOPP	ORA	73	\$18,044	\$4,100	\$3,914	STORM WATER MITIGATION & SLOPE STABILITY		★			09/08/13
12	0L380	SHOPP	ORA	39	\$3,090	\$899	\$928	INSTALL NEW & UPGRADE CURB RAMPS AT VARIOUS LOCATIONS			★	★	08/01/13
12	0L740	SHOPP	ORA	55	\$16,900	\$2,200	\$2,200	PAVEMENT RESURFACING INCLUDES RAMPS & APPROACH SLAB REPLACEMENT.			★	★	09/22/13
12	0L750	SHOPP	ORA	91	\$748	\$329	\$563	SHOULDER WIDENING, SIGNING, STRIPING AND GURDRAIL MODIFICATION			★	★	08/15/13
12	0L970	SHOPP	ORA	39	\$919	\$1,040	\$688	ADD SAFETY LIGHTING, MODIFY SIGNALS AND PAVEMENT MARKING, ADA UPDATE		★	★	★	11/01/13
12	0M360	SHOPP	ORA	55	\$4,000	\$1,040	\$1,040	CONSTRUCT CONCRETE MEDIAN BARRIER IN PLACE OF TEMPORARY K-RAIL			★	★	09/22/13
					\$594,540	\$123,371	\$115,867						

FOURTH QUARTER APRIL 1 - JUNE 30 **Status as of 6/30/2013**

	AADD - Authority to Advertise District Delegation	RA - Recovery Act	Completed	Awarded
B - CMIA - Bond - Corridor Mobility Improvement Account	Retro-SW - Retrofit Soundwall	Completed Ahead of Schedule	Awarded Ahead of Schedule	
B - RTE99 - P1B SR99 Improvement	RM2 - Regional Measure 2	Behind Schedule	Awarded Behind Schedule	
HM - b - Highway Maintenance - bridge	STIPP - State Transportation Improvement Program	To Be Completed/Awarded		
HM - d - Highway Maintenance - drainage	TCIP - Trade Corridors Improvement Program	PE Support <= 80% of Budget	PE Support Within Budget	
HM - p - Highway Maintenance - pavement	TCRP - Traffic Congestion Relief Program	PE Support >= 120% of Budget	Future RTL Status Date	
L - Reimb - Local Reimbursed	TOLL - Other Toll			
M - Reimb - Measure Reimbursed	TOLL-R - Toll Retrofit			
MTC - Metropolitan Transportation Commission	VAR - Various			
PE - Preliminary Engineering	SHOPP - State Highway Operation Protection Prog.			
Ph2 Ret - Phase 2 Retrofit	B-SHOPP - Bond - State Highway Operations Protection Program Augmentation			



The California Department of Transportation Contract for Delivery! FY 2012/2013

3rd Quarter Delivery Report 60 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (*1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENVDOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	0B190	SHOPP	HUM	101	\$1,105	\$541	\$294	INSTALL MEDIAN BARRIER	★	★	AADD		07/24/13
1	26202	STIP	MEN	101	\$26,290	\$714	\$1,112	WETLAND/RIPARIAN MITIGATION	★		AADD		05/01/13
1	37816	SHOPP	MEN	128	\$5,000	\$4,272	\$3,968	CULVERT REHABILITATION		★		★	★
1	40280	SHOPP	MEN	101	\$1,600	\$2,259	\$2,259	CULVERT REHABILITATION					07/01/13
1	45970	SHOPP	HUM	101	\$9,969	\$829	\$1,458	SEISMIC RETROFIT		★			07/01/13
1	47490	SHOPP	MEN	1	\$3,400	\$1,540		REPAIR STORM DAMAGE				03/01/13	07/01/13
1	47660	SHOPP	MEN	128	\$10,329	\$3,957	\$1,766	REPAIR STORM DAMAGE		★			07/01/13
1	48470	SHOPP	MEN	1	\$2,500	\$784		CONSTRUCT MBGR & CENTERLINE RUMBLE STRIPS, UPGRADE DRAINAGE INLETS				01/15/13	06/01/13
2	2C225	SHOPP	TEH	36	\$1,300	\$790	\$920	BRIDGE SCOUR		★	AADD	★	★
2	2E350	SHOPP	TRI	299	\$2,385	\$1,134	\$2,078	CURVE IMPROVEMENT		★			05/22/13
2	2E620	SHOPP	TEH	36	\$2,500	\$1,110	\$1,011	CURVE IMPROVEMENT		★			★
2	2E730	SHOPP	TEH	32	\$1,900	\$675	\$658	CURVE IMPROVEMENT AND SHOULDER WIDENING					
2	3E710	SHOPP	TRI	36	\$960	\$352	\$338	CURVE IMPROVEMENT		★			★
3	0F230	SHOPP	SAC	50	\$36,600	\$4,020	\$3,320	INSTALL TWO 4" MICRODECK SYSTEMS TO REHABILITATE TWO BRIDGE DECKS			★		09/01/13
3	0F300	SHOPP	ED	50	\$4,960	\$882	\$845	RETROFIT COLUMNS AND ADD BRACING		★			08/15/13
3	3E100	SHOPP	PLA	80	\$27,134	\$4,695	\$4,695	VERTICAL CLEARANCE FOR PERMIT VEHICLE					09/01/13
3	3F320	SHOPP	SAC	50	\$1,456	\$210	\$205	PLACE THIN HIGH FRICTION SURFACE TREATMENT AND OPEN GRADED ASPHALT		★	AADD	★	★
3	4E500	STIP	SIE	89	\$450	\$260	\$298	CONSTRUCT WILDLIFE CROSSING		★		★	
4	15330	CMAQ	SCL	101	\$26,548	\$4,200	\$3,785	INSTALL RAMP METERING & TRAFFIC OPERATION SYSTEMS.		★			06/03/13
4	1A290	SHOPP	SON	12	\$11,167	\$4,375	\$7,282	REPLACE BRIDGE FOR SCOUR					06/01/13
4	1G070	SHOPP	SCL	9	\$2,633	\$462	\$684	SHOULDER WIDENING		★		★	
4	1G250	BATA-REHAB	SF	80	\$2,200	\$760	\$713	REPLACE FLUORESCENT LIGHTING WITH HIGH PRESSURE SODIUM VAPOR LIGHTING					04/01/13

THIRD QUARTER JANUARY 1 - MARCH 31 **Status as of 6/30/2013**

	AADD - Authority to Advertise District Delegation	RA - Recovery Act	Completed	Awarded
	B - CMIA - Bond - Corridor Mobility Improvement Account	Retro-SW - Retrofit Soundwall	★ Completed Ahead of Schedule	★ Awarded Ahead of Schedule
	B - RTE99 - P1B SR99 Improvement	RM2 - Regional Measure 2	Behind Schedule	Awarded Behind Schedule
	HM - b - Highway Maintenance - bridge	STIPP - State Transportation Improvement Program	To Be Completed/Awarded	
HM - d - Highway Maintenance - drainage	TCIP - Trade Corridors Improvement Program	PE Support <= 80% of Budget	PE Support Within Budget	
HM - p - Highway Maintenance - pavement	TCRP - Traffic Congestion Relief Program	PE Support >= 120% of Budget	Future RTL Status Date	
L - Reimb - Local Reimbursed	TOLL - Other Toll			
M - Reimb - Measure Reimbursed	TOLL-R - Toll Retrofit			
MTC - Metropolitan Transportation Commission	VAR - Various			
PE - Preliminary Engineering	SHOPP - State Highway Operation Protection Prog.			
Ph2 Ret - Phase 2 Retrofit	B-SHOPP - Bond - State Highway Operations Protection Program Augmentation			



The California Department of Transportation Contract for Delivery! FY 2012/2013

3rd Quarter Delivery Report 60 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
4	1G260	BATA-REHAB	SF	80	\$2,800	\$2,720	\$554	REPLACE FLUORESCENT LIGHTING WITH HIGH PRESSURE SODIUM VAPOR LIGHTING					04/01/13
4	24544	STIP	SON	101	\$2,450	\$1,850	\$1,850	COLLEGE AVENUE IMPROVEMENT					09/18/13
4	2A620	SHOPP	SOL	12	\$9,935	\$4,733	\$6,040	INSTALL LEFT TURN POCKETS, FROM AZAVEDO RD TO LIBERTY ISLAND RD					06/07/13
4	2G361	RM1	ALA	92	\$1,490	\$520	\$614	REPLACEMENT PLANTING AND IRRIGATION					
4	4G160	SHOPP	SF	101	\$570	\$194	\$260	RECONSTRUCT BRIDGE RAILING AND DECK		★	★	★	★
4	4S070	SHOPP	SCL	101	\$1,565	\$240	\$552	INSTALL RSP		★			04/15/13
5	0Q631	SHOPP	SLO	101	\$200	\$152	\$63	Landscape mitigation	★			★	04/15/13
5	0R910	SHOPP	SCR	1	\$2,469	\$1,406	\$1,356	UPGRADE MBGR, CONSTRUCT CONCRETE BARRIER & RETAINING WALLS & GUARD					07/01/13
6	0E660	STIP	KER	99	\$1,126	\$304	\$354	99 CORRIDOR-BRIDGE ENHANCEMENT		★		★	08/01/13
6	0E670	STIP	TUL	99	\$534	\$233	\$418	99 CORRIDOR-BRIDGE ENHANCEMENT		★		★	08/01/13
6	0G850	LOCAL	KER	58	\$21,085	\$2,950	\$3,021	WIDEN FREEWAY FROM 4 TO 6 LANES	★				
6	0L390	SHOPP	KER	99	\$1,136	\$1,085	\$1,045	RELOCATE RIGHT TURN LANE OF THE SB ONRAMP TO SR 99					★
6	0N380	SHOPP	KER	178	\$342	\$149	\$428	CONSTRUCT RETAINING STRUCTURES	★	★		★	07/01/13
6	0N390	SHOPP	TUL	245	\$406	\$466	\$332	CONSTRUCT ROCK SLOPE PROTECTION		★	AADD		08/15/13
7	21595	DCAL/SLPP/ ST	LA	5	\$131,786	\$15,851	\$15,851	ROADWAY WIDENING & STRIPING -SEG 5					06/17/13
7	25920	SHOPP	LA	10	\$5,654	\$759	\$759	SAND FILTERS & INFILTRATION DEVICES *PHASE 2 OF 10			AADD		07/29/13
7	2768U	SHOPP	LA	210	\$2,400	\$600	\$377	INSTALL PLANTS FOR EROSION CONTROL *COMB FR 27680 & 27710		★	AADD		08/07/13
7	27880	SHOPP	LA	5	\$1,647	\$264	\$913	UPGRADE WEIGH STATION					08/14/13
7	3X350	SHOPP	LA	105	\$500	\$100	\$100	RECONSTRUCT THE FAILED SLOPE / HYDRO SEED *DIR		★	AADD		09/12/13
7	3X660	SHOPP	LA	10	\$1,500	\$270	\$139	CONSTRUCT RETAINING WALL AND EXTEND DRAINAGE SYSTEM			AADD		08/16/13
7	4T560	SHOPP	LA	107	\$408	\$140	\$408	INSTALL ADA SIGNALS			AADD		08/01/13
8	0N510	SHOPP	RIV	15	\$2,830	\$788	\$783	REPLACE EXISTING GUARDRAIL WITH CONCRETE BARRIER		★	AADD	★	09/30/13

THIRD QUARTER JANUARY 1 - MARCH 31

Status as of 6/30/2013



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

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



The California Department of Transportation Contract for Delivery! FY 2012/2013

3rd Quarter Delivery Report 60 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT ('1000's)	BUDGETED PE SUPPORT ('1000's)	ACTUAL PE SUPPORT ('1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
8	49180	SHOPP	RIV	62	\$15,309	\$2,194	\$1,548	PAVEMENT REHAB INCLUDING SHOULDERS,			★		08/15/13
10	0N830	SHOPP	SJ	000	\$430	\$187	\$187	INSTALL DESIGNED SOIL REMEDIATION		★			05/10/13
10	0S950	STIP	MER	99	\$900	\$183	\$390	CORRIDOR BRIDGE ENHANCEMENT		★	AADD	★	06/21/13
10	0T040	SHOPP	AMA	104	\$433	\$216	\$149	HIGHWAY RAIL GRADE CROSSING WARNING DEVICE		★	AADD		05/01/13
10	0U280	SHOPP	AMA	88	\$652	\$282	\$236	INSTALL CENTERLINE RUMBLE STRIPS		★	AADD		05/29/13
10	0U500	SHOPP	MER	5	\$654	\$373	\$268	INSTALL DOUBLE BEAM BARRIER (DTBB) IN THE CENTER MEDIAN		★	AADD		
10	0U610	SHOPP	SJ	12	\$2,200	\$605	\$281	REMOVE & REPLACE EXISTING CONCRETE BRIDGE DECK & REPLACE JOINT SEALS	★	★	AADD		08/07/13
11	26501	STIP	SD	163	\$3,976	\$725	\$1,091	SCENIC/HISTORIC HIGHWAY PRESERVATION (PHASE 2A) TRANSPORTATION ENHANCEMENT		★	AADD		07/11/13
11	28240	SHOPP	SD	15	\$6,550	\$1,564	\$1,043	STORM WATER MITIGATION: CONSTRUCT BIOSWALES AND INFILTRATION TRENCHES,			AADD		07/26/13
11	29480	STIP	IMP	186	\$1,535	\$566	\$1,250	PEDESTRIAN/TRANSIT FACILITIES -(TE)		★	AADD		06/29/13
11	2T183	LOCAL/DEMO	SD	805	\$13,379	\$4,187	\$7,888	CONSTRUCT SOUNDWALLS		★	AADD		06/27/13
11	40140	SHOPP	SD	5	\$8,450	\$1,462	\$1,829	REMOVE EXISTING MBGR AND REPLACE WITH CONCRETE BARRIER AND UPGRADE		★	AADD		07/06/13
11	40430	SHOPP	SD	5	\$3,971	\$811	\$876	CONSTRUCT OUTER SEPARATION BARRIER		★	AADD		07/18/13
11	40890	SHOPP	SD	5	\$1,950	\$352	\$550	CLEAN AND TREAT BRIDGE DECK WITH METHACRYLATE AND REPLACE JOINT SEALS		★	AADD		06/06/13
12	0L77U	SHOPP	ORA	39	\$950	\$635	\$497	INSTALL ADDITIONAL SAFETY LIGHTING AND MODIFY SIGNALS.		★	★	★	★
12	0L870	SHOPP	ORA	5	\$575	\$484	\$518	SIGNAL MODIFICATION SAFETY/TRAFFIC OPERATION		★	★	★	★
					\$437,133	\$89,421	\$92,507						

THIRD QUARTER JANUARY 1 - MARCH 31				Status as of 6/30/2013			
	AADD - Authority to Advertise District Delegation	RA - Recovery Act		Completed		Awarded	
	B - CMIA - Bond - Corridor Mobility Improvement Account	Retro-SW - Retrofit Soundwall		Completed Ahead of Schedule		Awarded Ahead of Schedule	
	B - RTE99 - P1B SR99 Improvement	RM2 - Regional Measure 2		Behind Schedule		Awarded Behind Schedule	
	HM - b - Highway Maintenance - bridge	STIPP - State Transportation Improvement Program		To Be Completed/Awarded			
	HM - d - Highway Maintenance - drainage	TCIP - Trade Corridors Improvement Program		PE Support <= 80% of Budget		PE Support Within Budget	
	HM - p - Highway Maintenance - pavement	TCRP - Traffic Congestion Relief Program		PE Support >= 120% of Budget		Future RTL Status Date	
	L - Reimb - Local Reimbursed	TOLL - Other Toll					
	M - Reimb - Measure Reimbursed	TOLL-R - Toll Retrofit					
	MTC - Metropolitan Transportation Commission	VAR - Various					
	PE - Preliminary Engineering	SHOPP - State Highway Operation Protection Prog.					
	Ph2 Ret - Phase 2 Retrofit	B-SHOPP - Bond - State Highway Operations Protection Program Augmentation					



The California Department of Transportation Contract for Delivery! FY 2012/2013

2nd Quarter Delivery Report 23 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (~1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	36432	SHOPP	MEN	20	\$1,883	\$2,890	\$3,382	REHABILITATE DRAINAGE		★			02/01/13
1	47690	SHOPP	DN	101	\$6,700	\$1,357	\$1,320	REMOVE & RECONSTRUCT HINGES @ SPANS 2, 8 & 11		★	AADD	★	
2	3E650	SHOPP	VAR	5	\$3,305	\$735	\$446	BRIDGE MAINTENANCE		★	★	★	★
2	3E690	SHOPP	MOD	299	\$1,293	\$730	\$505	SHOULDER WIDENING					★
3	0F680	SHOPP	SAC	80	\$1,730	\$448	\$393	REPLACE JOINTS AND SUPER-REHAB		★	AADD		
3	1A731	SHOPP	ED	50	\$13,139	\$6,615	\$6,373	STORM WATER QUALITY IMPROVEMENTS, OVERLAY, WIDEN SHOULDER, REPLACE					08/01/13
3	1A844	SHOPP	ED	89	\$20,659	\$5,809	\$6,107	STORM WATER QUALITY IMPROVEMENTS O/L, WIDEN, ADD DIKES & RET BASINS					
3	3F030	SHOPP	NEV	80	\$1,774	\$375	\$445	INSTALL CONCRETE MEDIAN BARRIER		★	AADD	★	
3	4E590	SHOPP	ED	49	\$1,495	\$697	\$769	INCREASE SUPERELEVATION OF CURVE		★	AADD	★	
4	1123H	STIP	SM	1	\$1,150	\$151	\$1,190	MITIGATION AT DISPOSAL SITE, N & S PORTALS, S ROCK CUT & POND REPAIR		★			04/15/13
4	4A260	SHOPP	ALA	580	\$4,537	\$800	\$1,220	INSTALL METAL BEAM GUARDRAIL		★	★	★	05/01/13
5	0M980	SHOPP	SCR	1	\$1,543	\$582	\$667	GUARDRAIL UPGRADE					
5	0Q570	SHOPP	MON	101	\$8,000	\$977	\$1,160	INSTALL MEDIAN BARRIER			★	★	
5	33075	STIP	SLO	46	\$4,300	\$1,024	\$1,326	BRIDGE REPLACEMENT			★	★	★
6	34252	P/LOCAL/ FUTU	FRE	180	\$26,500	\$8,449	\$8,962	CONSTRUCT 4 LANE EXPRESSWAY ON EXISTING ALIGNMENT					★
7	26590	SHOPP	LA	101	\$3,241	\$956	\$1,831	UPGRADE BRIDGE RAILS			AADD		05/19/14
8	0K310	SHOPP	SBD	95	\$3,797	\$1,148	\$1,318	VERTICAL CURVE ALIGNMENT		★			05/23/13
8	0Q110	SHOPP	RIV	10	\$3,570	\$595	\$740	REPLACE CHAIN LINK FENCE & BARBED WIRE FENCE WITH CONCRETE BARRIER		★	★	★	★
10	0G800	SHOPP	SJ	12	\$31,000	\$3,983	\$3,635	ROADWAY REHABILITATION BY WIDENING THE SHOULDERS		★			07/03/13
11	06381	SHOPP	SD	8	\$1,697	\$315	\$581	HIGHWAY PLANTING/IRRIGATION SYSTEM FOR PPNO 0187P		★	AADD		★
11	29040	SHOPP	SD	94	\$14,513	\$2,225	\$1,419	PAVEMENT REHABILITATION		★	AADD		06/13/13
11	40280	SHOPP	SD	52	\$3,500	\$790	\$987	PAVEMENT REHABILITATION			AADD		05/23/13

SECOND QUARTER OCTOBER 1 - DECEMBER 31

Status as of 6/30/2013



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

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



The California Department of Transportation Contract for Delivery! FY 2012/2013

2nd Quarter Delivery Report 23 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT ('1000's)	BUDGETED PE SUPPORT ('1000's)	ACTUAL PE SUPPORT ('1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
11	40370	SHOPP	SD	163	\$2,605	\$461	\$518	INSTALL OUTER SEPARATION BARRIER			AADD	★	★
					\$161,931	\$42,112	\$45,294						

SECOND QUARTER OCTOBER 1 - DECEMBER 31 Status as of 6/30/2013



- AADD - Authority to Advertise District Delegation
- B - CMIA - Bond - Corridor Mobility Improvement Account
- B - RTE99 - P1B SR99 Improvement
- HM - b - Highway Maintenance - bridge
- HM - d - Highway Maintenance - drainage
- HM - p - Highway Maintenance - pavement
- L - Reimb - Local Reimbursed
- M - Reimb - Measure Reimbursed
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- SHOPP - State Highway Operation Protection Prog.
- B-SHOPP - Bond - State Highway Operations Protection Program Augmentation

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



The California Department of Transportation Contract for Delivery! FY 2012/2013

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
2	OE440	STIP	SIS	97	\$743	\$239	\$313	TURN LANE			AADD	★	★
2	OE840	STIP	SIS	3	\$743	\$239	\$304	INSTALL LEFT TURN LANE AT JUNIPER DRIVE		★	AADD	★	★
2	2E291	SHOPP	SIS	96	\$8,200	\$20	\$44	BRIDGE PREVENTIVE MAINTENANCE			AADD	★	
3	1A732	SHOPP	ED	50	\$10,144	\$4,889	\$4,443	STORM WATER QUALITY IMPROVEMENTS, OVERLAY, WIDEN SHOULDER, REPLACE		★			
4	00394	BATA-REHAB	CC	580	\$3,500	\$2,720	\$2,727	REPLACE MAINTENANCE BUILDINGS			★		
4	01408	DPP/BATA-REH	ALA	80	\$39,000	\$4,850	\$1,586	ALA-80-1.8/0 SFOBB MAINTENANCE OPERATIONS BUILDING-PHASE 1					
4	0A090	SHOPP	SOL	80	\$2,500	\$1,898	\$3,119	LENGHTENING ON-RAMP AND WIDEN ALAMO CREEK BRIDGE.		★	★	★	
4	4A925	LSP/STIP/LOCA	SM	101	\$6,970	\$690	\$244	INSTALL INTELLIGENT TRANSPORTATION SYSTEM ELEMENTS					
5	0G160	SHOPP	SB	166	\$3,731	\$2,633	\$2,441	RELOCATE DRAINAGE DITCHES			★		
6	0H100	SHOPP	FRE	168	\$3,700	\$446	\$569	AC OVERLAY		★	AADD	★	★
6	0H170	SHOPP	FRE	180	\$3,564	\$1,938	\$1,743	BRIDGE REPLACEMENT					02/01/13
6	0H180	SHOPP	KER	14	\$14,450	\$2,206	\$2,116	BRIDGE REPLACEMENT (SCOUR)		★			
6	0M800	SHOPP	MAD	99	\$680	\$368	\$346	INSTALL MEDIAN BARRIER			AADD		★
6	36023	STIP	TUL	99	\$17,700	\$1,850	\$377	4 LANE FREEWAY TO 6 LANE FREEWAY			★		11/30/12
6	48750	STIP	KIN	198	\$15,491	\$3,996	\$5,398	RECONSTRUCT INTERCHANGE					05/15/13
7	25880	SHOPP	LA	5	\$2,600	\$756	\$589	SOIL STABILIZATION & REVEGETATION			AADD		
7	3X180	SHOPP	LA	47	\$415	\$83	\$179	STORM DAMAGE REPAIRS *DIR			AADD		
8	0G840	SHOPP	SBD	15	\$11,335	\$3,626	\$3,687	UPGRADE AND INCREASE CAPACITY AT THE SAFETY ROADSIDE REST AREA					04/01/13
8	0Q860	SHOPP	SBD	15	\$176	\$180	\$207	REPLACE OVERHEAD SIGN STRUCTURE					
10	0G350	SHOPP	SJ	12	\$2,745	\$1,342	\$1,024	REPLACE BEARING PADS, JOINT SEALS		★			01/02/13
10	0K330	SHOPP	SJ	5	\$2,590	\$1,406	\$1,491	INSTALL TRAFFIC MONITORING STATIONS (TMS) AT VARIOUS LOCATIONS		★	★		★
10	0S780	STIP	STA	99	\$1,075	\$572	\$575	BRIDGE ENHANCEMENT, 16 STRUCTURES			AADD	★	

FIRST QUARTER JULY 1 - SEPTEMBER 30

Status as of 6/30/2013



- AADD - Authority to Advertise District Delegation
- B - CMIA - Bond - Corridor Mobility Improvement Account
- B - RTE99 - P1B SR99 Improvement
- HM - b - Highway Maintenance - bridge
- HM - d - Highway Maintenance - drainage
- HM - p - Highway Maintenance - pavement
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- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- Awarded
- Awarded Ahead of Schedule
- Awarded Behind Schedule
- PE Support Within Budget
- Future RTL Status Date



The California Department of Transportation Contract for Delivery! FY 2012/2013

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (*1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
10	OT140	SHOPP	AMA	49	\$464	\$476	\$503	INSTALL NEW SIGNAL	★	★	★	★	
11	0223U	RTIP/SHOPP	SD	5	\$74,700	\$3,417	\$500	REPLACE BRIDGE, RECONSTRUCT INTERCHANGE, SIGNAL INTERSECTION, ADD			AADD		11/12/12
11	27520	SHOPP	IMP	98	\$5,440	\$1,060	\$479	COLD PLANE AND OVERLAY PAVEMENT		★	AADD		
11	2T230	LOCAL/ DEMO	SD	78	\$720	\$180	\$253	SR-78 LANDSCAPE			AADD	★	
12	OK330	STIP	ORA	91	\$607	\$127	\$217	WILDLIFE CORRIDOR CONNECTIVITY ENHANCEMENT (INSTALL VEGETATION)				★	
12	OK530	SHOPP	ORA	91	\$2,520	\$560	\$710	RESURFACE ALL LANES WITH RUBBERIZED DENSE AC		★	★	★	
12	OM000	SHOPP	ORA	55	\$300	\$380	\$443	OVERLAY THE CONNECTOR WITH OGAC, MODIFY DRAINAGE, UPGRADE METAL BEAM				★	
					\$236,803	\$43,147	\$36,627						

FIRST QUARTER JULY 1 - SEPTEMBER 30 **Status as of 6/30/2013**

	AADD - Authority to Advertise District Delegation	RA - Recovery Act	Completed	Awarded
	B - CMIA - Bond - Corridor Mobility Improvement Account	Retro-SW - Retrofit Soundwall	★ Completed Ahead of Schedule	★ Awarded Ahead of Schedule
	B - RTE99 - P1B SR99 Improvement	RM2 - Regional Measure 2	Behind Schedule	Awarded Behind Schedule
HM - b - Highway Maintenance - bridge	STIPP - State Transportation Improvement Program	To Be Completed/Awarded		
HM - d - Highway Maintenance - drainage	TCIP - Trade Corridors Improvement Program			
HM - p - Highway Maintenance - pavement	TCRP - Traffic Congestion Relief Program			
L - Reimb - Local Reimbursed	TOLL - Other Toll			
M - Reimb - Measure Reimbursed	TOLL-R - Toll Retrofit			
MTC - Metropolitan Transportation Commission	VAR - Various			
PE - Preliminary Engineering	SHOPP - State Highway Operation Protection Prog.	PE Support <= 80% of Budget		PE Support Within Budget
Ph2 Ret - Phase 2 Retrofit	B-SHOPP - Bond - State Highway Operations Protection Program Augmentation	PE Support >= 120% of Budget		Future RTL Status Date

Program Delivery Summary

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

Intercity Rail Program

For FY 2012-13, five Intercity Rail projects valued at \$44.0 million were programmed for delivery.

Number of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	0	0	2	3	5
Actual	0	0	2	0	2

Value of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	\$ 0.0	\$ 0.0	\$ 6.6	\$ 37.4	\$ 44.0
Actual	\$ 0.0	\$ 0.0	\$ 6.6	\$ 0.0	\$ 6.6

AB 1740 Retrofit Soundwall Program

All 63 planned projects with a construction value of \$215 million have been delivered within the program budget of \$226 million.

	Delivered		Construction Completed	
	Count	Percentage	Count	Percentage
Locations	63	100%	61	97%
Value	\$ 215	95%	\$ 211	93%

The balance of \$11 million is being held in reserve pending settlement of any potential claims and closing out of all projects. The last two projects under construction have completion dates in FY 2013-14.

Delivery Summary of All Programs

Though the end of the fourth quarter, FY 2012-13, the Department delivered a total of 450 projects valued at \$2,134 million from all programs.

Projects are shown below by the planned program and dollar value.

Projects by Funding Programs	Number		Value	
	Annual Plan	FYTD	Annual Plan	FYTD
STIP (w/TCRP,TFA)	23	20	\$ 137.8	\$ 100.4
SHOPP	151	162	\$ 863.1	\$ 1,095.3
BOND	6	8	\$ 214.7	\$ 249.5
Partnership*	15	15	\$ 310.5	\$ 310.5
Minor (CFD)	2	2	\$ 0.4	\$ 0.4
Subtotal	197	207	\$ 1,526.5	\$ 1,756.1
Emergency		40		\$ 59.8
Minor		40		\$ 28.2
Maintenance		163		\$ 289.4
Total		450		\$ 2,133.5

* Partnership funds include all local funds and federal fund subventions given to local agencies.

Detailed Delivery Summary of All Projects by Programs

Programs	Annual Number of Projects			Annual Dollar Value of Projects		
	Plan	Actual	Percent	Plan	Actual	Percent

STIP Program

STIP (w TCRP, TFA)	18	18	100	\$ 93.8	\$ 93.8	100
Intercity Rail	5	2	40	\$ 44.0	\$ 6.6	15
Advanced** STIP		0			\$ 0.0	
TOTAL STIP	23	20	87	\$ 137.8	\$ 100.4	73

SHOPP (w Augmentation)	139	136	98	\$ 812.1	\$ 802.7	99
Amended** SHOPP	12	12	100	\$ 51.0	\$ 51.0	100
Design Build SHOPP		1			\$ 158.0	
Advanced** SHOPP		13			\$ 84.2	
	151	162	107	\$ 863.1	\$ 1,095.3	127

Other ** Programs in Contract (excluding Intercity Rail Bond Program)

BOND	6	6	100	\$ 214.7	\$ 214.7	100
Amended** BOND		2			\$ 34.8	
Partnership	15	15	100	\$ 310.5	\$ 310.5	100
Minor	2	2	100	\$ 0.4	\$ 0.4	100
TOTAL "Other"	23	25	109	\$ 525.6	\$ 560.4	107

Additional ** Programs

Emergency		40			\$ 59.8	
Minor		40			\$ 28.2	
Maintenance		163			\$ 289.4	
TOTAL "Additional"		243			\$ 377.4	

TOTAL All Programs

STIP	23	20	87	\$ 137.8	\$ 100.4	73
SHOPP	151	162	107	\$ 863.1	\$ 1,095.3	127
Other	23	25	109	\$ 525.6	\$ 560.4	107
Subtotal	197	207	105	\$ 1,526.5	\$ 1,756.1	115
Additional		243			\$ 377.4	
TOTAL		450			\$ 2,133.5	

** Notes:

Additional – Recent projects not in contract. Includes funding reservations.

Amended – Added or deleted to program by amendment.

Advanced – Delivered early from future program year. (Not included in planned numbers)

Other – planned non-STIP/SHOPP projects committed in contract.

Delivery Percentages – Advances in contracts are included in planned figures, other advances are not included in planned figures, but are added to delivered figures.

Due to multiple funding sources on some projects, the sum of contract projects by funding source will exceed the number of planned contract projects.

Historical Program Delivery Comparison

4th Quarter "Annual Plan" Comparison

Number of STIP Projects

	12-13	11-12	10-11	09-10	08-09
Annual Plan	23	31	26	39	36
FYTD	20	27	23	37	36
Percent	87	87	88	95	100

Value of STIP Projects

	12-13	11-12	10-11	09-10	08-09
Annual Plan	\$ 138	\$ 510	\$ 320	\$ 380	\$ 454
FYTD	\$ 100	\$ 487	\$ 314	\$ 221	\$ 454
Percent	73	95	98	58	100

Number of SHOPP Projects

	12-13	11-12	10-11	09-10	08-09
Annual Plan	151	197	263	247	234
FYTD	162	194	269	263	245
Percent	107	98	102	106	105

Value of SHOPP Projects

	12-13	11-12	10-11	09-10	08-09
Annual Plan	\$ 863	\$1,204	\$2,882	\$1,483	\$1,475
FYTD	\$1,095	\$1,187	\$2,949	\$1,609	\$1,557
Percent	127	99	102	108	106

Total Number of All Projects

	12-13	11-12	10-11	09-10	08-09
FYTD	450	593	697	741	768

Total Value of All Projects

	12-13	11-12	10-11	09-10	08-09
FYTD	\$2,134	\$3,851	\$4,630	\$3,758	\$4,160

Past Years' Contract For Delivery Award Status

This section describes the contract award status projects in past years for the annual Contract for Delivery.

Contract Award Status

Progress continues to be made to get past years' contracts for delivery projects awarded.

Contract Award Status	Plan	Awarded	Percent
FY 2011-12 Contract for Delivery	279	268	96
FY 2010-11 Contract for Delivery	346	346	100
FY 2009-10 Contract for Delivery	306	306	100
FY 2008-09 Contract for Delivery	334	334	100
FY 2007-08 Contract for Delivery	294	294	100
FY 2006-07 Contract for Delivery	286	286	100
FY 2005-06 Contract for Delivery	174	174	100

Historical Delivery Comparison

Through the fourth quarter FY 2012-13, for last year's contract for delivery (FY 2011-12), the Department has awarded 268 projects out of 279 projects or 96 percent of the planned projects. As a comparison, as reported a year ago for the same time period, the Department had awarded 340 projects out of 346 planned projects or 98 percent.

Contracts Not Yet Awarded

Of the 11 projects not yet awarded, five projects are currently out to bid. Issues for award delays on the other projects are as follows:

- Five projects were future year funds.
- Two projects are being prepared for bidding having secured upgraded RW.
- One project is a low priority SRRA project.
- Two projects were advanced delivery and did not have funding capacity.
- One ADA project is having specs changed.

Contracts Not Yet Awarded	Number
PROJECTS ALLOCATED	
Project Currently Bid	5
Recently ready	2
PROJECTS NOT ALLOCATED	
ADA specs	1
Priority, funding capacity	3
Total	11

See appendix for a list of projects not yet awarded

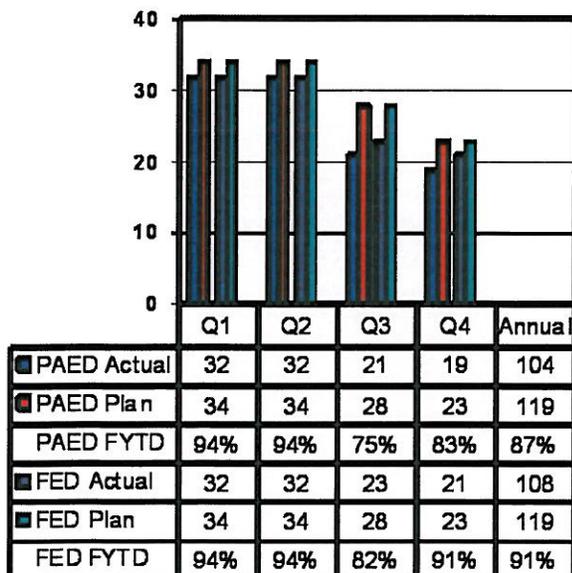
Environmental Document Milestones

Environmental Delivery Commitment

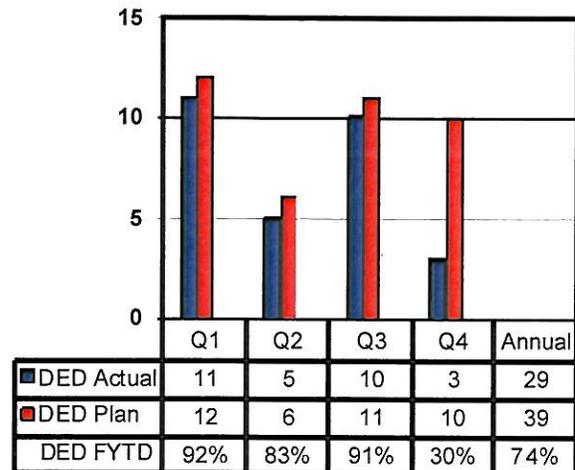
As part of this report, the Department reports on delivery for the upcoming year of project approval and environmental milestones that require CTC action for consideration of future funding. The milestones include Draft Environmental Documents (DED), and Project Approval and Environmental Document (PAED) which also includes the Final Environmental Documents (FED). To provide a comprehensive view of environmental documents under development, the Department also includes Categorical Exclusions that do not require CTC review or action. For FY 2012-13, the Department has planned delivery of 158 environmental milestones.

For FY 2012-13, through the end of the fourth quarter, the Department delivered 143 (91 percent of annual plan) environmental milestones.

Number of PAED & FED Milestones



Number of DED Milestones



Through the end of the fourth quarter, 15 PAED and 10 DED planned milestones have slipped outside FY 2012-13 (milestones shown in appendix).

Historical Delivery Comparisons

As a benchmark for comparison, below are historical environmental milestone delivery trend charts for the current year and past four years.

Past 4th Qtr PAED & FED Milestones

	12-13	11-12	10-11	09-10	08-09
PAED Plan	119	167	147	148	145
PAED FYTD	104	155	138	133	136
PAED Percent	87	93	94	90	94
FED Plan	119				
FED FYTD	108				
FED Percent	91				

Past 4th Qtr DED Milestones

	12-13	11-12	10-11	09-10	08-09
DED Plan	39	44	37	34	41
DED FYTD	29	31	31	26	33
DED Percent	74	70	84	76	80

Right of Way Program

Right of Way Delivery Commitment

The Department's R/W delivery commitment is twofold. One delivery commitment is to utilize funds approved by the CTC for acquisition of R/W. The second delivery commitment is to secure all necessary R/W requirements and to certify R/W for all projects scheduled for delivery in the current year.

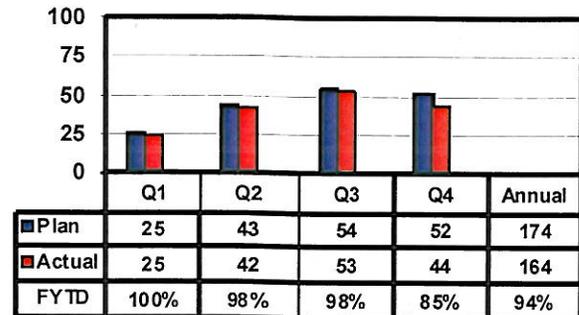
Right of Way Expenditures

R/W activities and expenditures are outlined by the categories below:

Category (\$millions)	Plan	FYTD	Percent
Capital Projects			
STIP	\$ 99.5	\$ 159.7	161
SHOPP	\$ 41.5	\$ 22.1	53
Subtotal	\$ 141.0	\$ 181.8	129
Specific Categories			
Post Certifications	\$ 64.7	\$ 32.0	49
Inverse Condemnation	\$ 20.3	\$ 12.3	61
Project Development	\$ 1.0	\$ 1.0	100
Subtotal	\$ 86.0	\$ 45.3	53
TOTAL	\$ 227.0	\$ 227.1	100

For FY 2012-13, the Department requested and received a R/W allocation of \$227 million. Through the end of the fourth quarter, the Department expended a total of \$227 million, 100 percent of the annual plan.

Right of Way Certifications



For FY 2012-13, the planned number of R/W certifications is 174. Through the end of the fourth quarter, the Department completed a total of 164 R/W certifications, 94 percent of the annual plan.

Historical Delivery Comparisons

As a benchmark for comparison, below are historical R/W delivery trend charts for the current year and past four years.

Past 4th Qtr Right of Way Expenditures

	12-13	11-12	10-11	09-10	08-09
Plan	\$227.0	\$217.5	\$219.4	\$237.7	\$231.2
FYTD	\$227.1	\$217.6	\$219.4	\$237.7	\$231.3
Percent	100	100	100	100	100

Past 4th Qtr Right of Way Certifications

	12-13	11-12	10-11	09-10	08-09
Plan	174	275	311	283	304
FYTD	164	270	309	278	303
Percent	94	98	99	98	100

Construction Program

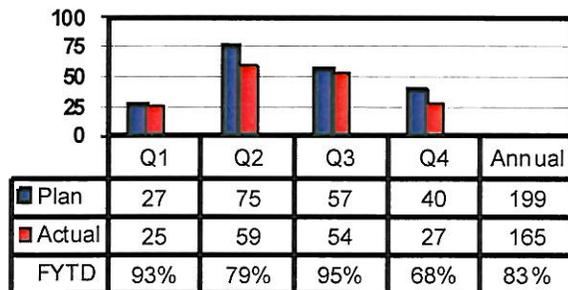
PLANNED CONSTRUCTION PROGRAM

(Excludes some projects such as minor, program amendments and emergency.)

Construction Delivery Commitment

Delivery in the eyes of our customers is achieved when capital improvements are delivered to the traveling public. This is best measured by when the construction contract is accepted.

Planned Construction Contracts Accepted



Through the end of the fourth quarter, FY 2012-13, the Department had accepted a total of 165 major construction contracts (83 percent) out of a total of 199 planned contracts identified in the Department's delivery plan.

Historical Delivery Comparison

As a benchmark for comparison, shown are historical delivery trend charts for planned major construction contract acceptances.

Past 4th Qtr Construction Contracts Accepted

	12-13	11-12	10-11	09-10	08-09
Plan	199	272	216	226	213
FYTD	165	241	187	219	207
Percent	83	89	87	97	97

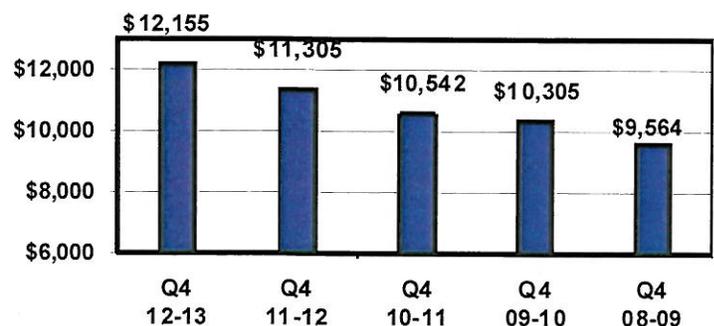
OVERALL CONSTRUCTION PROGRAM

(Includes planned programmed projects and additional minor A, amendments, and some minor B projects that are not programmed.)

Under Construction

At the end of the fourth quarter, FY 2012-13, the Department had 735 contracts valued at \$12,155 million under construction.

Value of Ongoing Contracts (\$ millions)



4th Quarter Construction Program Results

Construction Starts – 176 construction contracts valued at \$397 million were started (including minor A and some minor B projects that are not programmed).

Accepted Contracts – 94 construction contracts valued at \$588 million were accepted.

Arbitration - The Department currently has 25 construction contracts in arbitration. Six new arbitration case was filed, and three contracts were settled or received a arbitration decision.

Report on Completed Projects

In the 2010 STIP guidelines is a requirement for the Department to provide the Commission with a report on completed projects. This report provides cost information for projects that the Department has accepted the construction contract (CCA milestone).

Cost information at completion consists of all project expenditures to date. The expended costs in this report are compared to the latest approved budget costs resulting from actions taken by the Commission on each project, including: Programmed funds, Allocated funds, Funds adjusted at vote, Supplemental funds, and AB 608 adjustments.

Reporting Program / Project Thresholds

Completed project cost information is presented in the following levels for analysis:

- Program Level
- STIP/SHOPP Component Level
- Individual Project Component Level
- Overall Project Level

Program Level

At the Program level, total costs are reported for STIP and SHOPP program funds.

STIP / SHOPP Component Level

The methodology used to determine the amount of committed funds is based on programmed amounts, allocated funds, or debit and credit adjustments made against county shares in accordance with STIP guidelines.

It should be noted that while some individual components may exceed their approved budget, other components often have

significant savings. STIP guidelines restrict the ability to capture savings and to supplement the budget. Consequently, some components are over expended while the overall project expenditures is less than the total county shares used to fund the entire project.

Individual Project Component Level

This provides an assessment of estimating trends for each of the six individual programmed cost components.

When projects are initially programmed into a programming document, there are a lot of unknown factors that could result in higher or lower costs by the time a project is ready for construction. A good example of unknowns is project refinements and changes that are implemented by the public hearing and project input process during preliminary engineering.

Sometimes Department expenditures in one component are offset by savings in another component. A common example is additional right of support effort may result in lower right of way capital expenditures. Another example is additional environmental expenditures to produce a publicly acceptable environmental document may be offset by lower design expenditures.

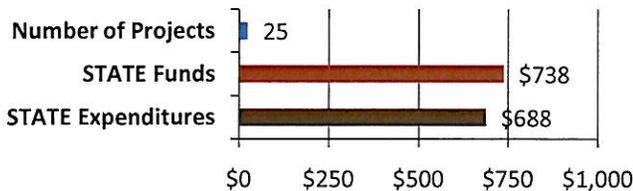
Overall Project Level

This compares expended costs to the approved budget costs for the overall project. At the project level, greater flexibility is provided when costs can be managed within a project budget and transferred between components.

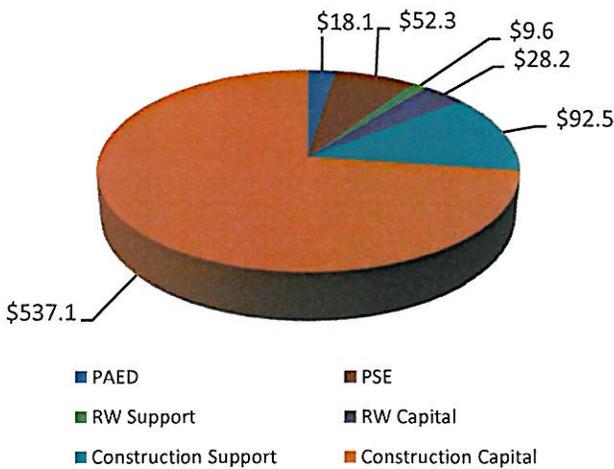
Completed FY 2012-13 STIP Projects

STIP Program Level

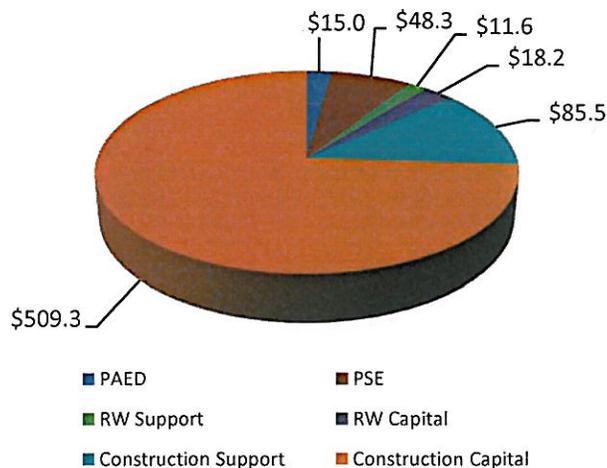
STIP Projects (millions)



Approved State Funded Budget (millions)



State Funded Expenditures (millions)



There were a total of 25 STIP projects that were completed through the fourth quarter in FY 2012-13. The total amount of State funds⁽¹⁾ that were approved⁽²⁾ by the commission for these projects was \$738⁽³⁾ million. The actual cost of the projects completed was \$688 million which is 94 percent of the approved funds.

- (1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.
- (2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.
- (3) Local funds are only included if they were part of the construction contract administered by the Department. Other local funds may not be reflected in accounting and data systems.

STIP Component Levels

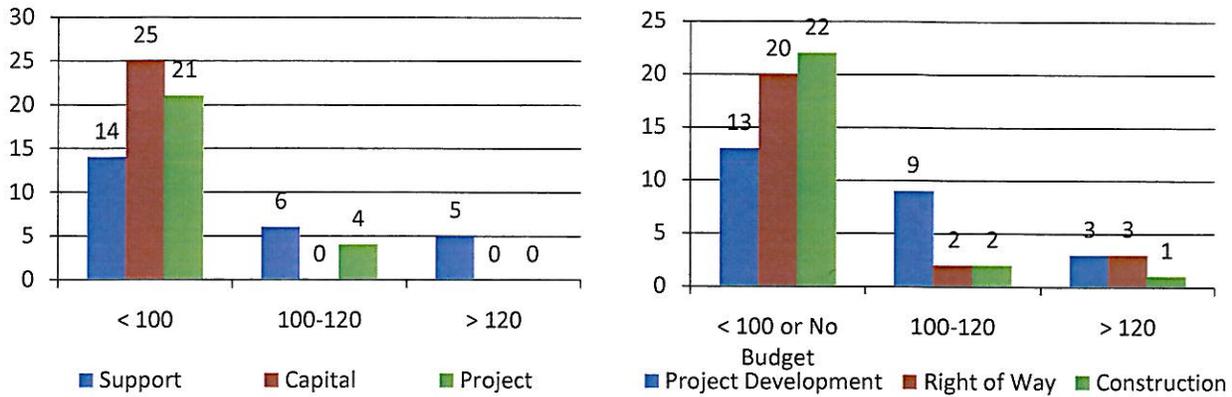
	Approved	Expended	Percent
PJD	\$ 70,327	\$ 63,294	90
RW	\$ 37,793	\$ 29,877	79
Con	\$629,573	\$594,791	94
Support	\$172,423	\$160,382	93
Capital	\$565,270	\$527,579	93
All	\$737,693	\$687,961	93

STIP Construction Capital Cost Trends

The table below provides construction capital trend information between programmed, allocated, awarded, construction (includes G-12's and supplemental) and expenditures for completed construction projects.

Construction Capital Component Budget	STIP Cost (\$1,000'S)	Percent of Allocated Funds	TOTAL Cost (\$1,000'S)	Percent of Allocated Funds
Programmed	\$174,703	106 %	\$701,193	102 %
Allocated	\$164,035	100 %	\$687,578	100 %
Awarded	\$157,710	96 %	\$537,087	78 %
Construction	NA	NA	\$529,554	77 %
Expended	\$150,430	92 %	\$509,087	74 %

STIP Projects Completed Cost - Component Groupings



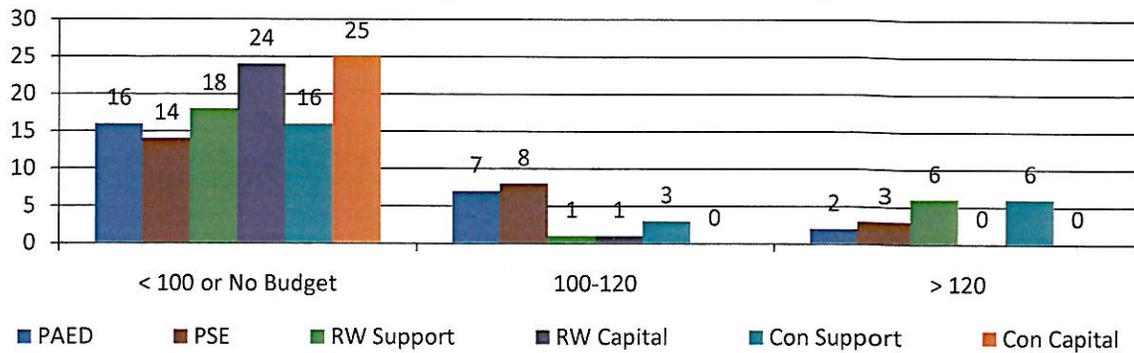
STIP Programmed and Completed Cost Information - Component Groupings

	Expended / Budget / Percent	Number of Completed Projects			Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget	
		Under	Over	Percent							
Capital / Support Components	Support	< 100	14		56 %	\$ 123,746	72 %	\$ 101,478	63 %	Under Budget	
		100-120 ¹		6	24 %	36,049	21 %	37,698	24 %		
		> 120		5	20 %	12,628	7 %	21,206	13 %		
		Total				\$ 172,423		\$ 160,382		\$ 12,041	93 %
	Capital	< 100	25		100 %	\$ 565,270	100 %	\$ 527,579	100 %	Under Budget	
		100-120 ¹		0	0 %	0	0 %	0	0 %		
		> 120		0	0 %	0	0 %	0	0 %		
		Total				\$ 565,270		\$ 527,579		\$ 37,691	93 %
	Project	< 100	21		84 %	\$ 686,859	93 %	\$ 632,937	92 %	Under Budget	
		100-120 ¹		4	16 %	50,834	7 %	55,024	8 %		
		> 120		0	0 %	0	0 %	0	0 %		
		Total				\$ 737,693		\$ 687,961		\$ 49,732	93 %

	No Budget	Under	Over	Percent	Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget	
STIP Guidelines Components	PJD	1		4 %	\$ 0	0 %	\$ 0	0 %	Under Budget		
		< 100	12		48 %	41,505	59 %	31,768			50 %
		100-120 ¹		9	36 %	23,253	33 %	24,303			38 %
		> 120		3	12 %	5,569	8 %	7,224			11 %
		Total				\$ 70,327		\$ 63,294		\$ 7,032	90 %
	Right of Way	2		8 %	\$ 0	0 %	\$ 0	0 %	Under Budget		
		< 100	18		72 %	28,587	76 %	19,853			66 %
		100-120 ¹		2	8 %	9,113	24 %	9,332			31 %
		> 120		3	12 %	93	0 %	692			2 %
		Total				\$ 37,793		\$ 29,877		\$ 7,916	79 %
	Construction	0		0 %	\$ 0	0 %	\$ 0	0 %	Under Budget		
		< 100	22		88 %	591,868	94 %	553,037			93 %
100-120 ¹			2	8 %	36,402	6 %	40,186	7 %			
> 120			1	4 %	1,303	0 %	1,568	0 %			
	Total				\$ 629,573		\$ 594,791		\$ 34,782	94 %	

¹ Reference: Table 2, California State Auditor Report 2010-122: State law requires that STIP project costs may not be changed to reflect differences that are within 20 percent of the amount programmed for actual project costs. Further, according to the chief of Caltrans' Division of Project Management, although there are no written requirements, Caltrans' practice is to manage SHOPP projects similar to STIP projects when a SHOPP project is 20 percent over its support budget.

STIP Project Completed Cost - Individual Components



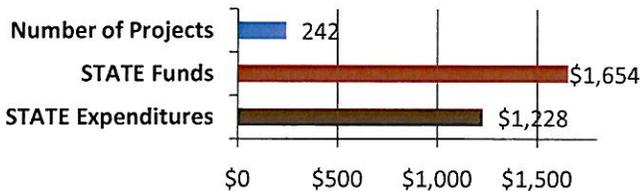
STIP Programmed and Completed Cost Information - Individual Components

	Expended / Budget Percent	Number of Completed Projects			Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget	
		Under	Over	Percent							
Individual Project Components	PAED	No Budget	3		12 %	\$ 0	0 %	\$ 0	0 %	Under Budget	
		< 100	13		52 %	14,526	80 %	11,026	74 %		
		100-120 ¹		7	28 %	3,428	19 %	3,792	25 %		
		> 120		2	8 %	108	1 %	177	1 %		
		Total				\$ 18,062		\$ 14,995			
	PSE	No Budget	1		4 %	\$ 0	0 %	\$ 0	0 %	Under Budget	
		< 100	13		52 %	31,418	60 %	24,219	50 %		
		100-120 ¹		8	32 %	18,230	35 %	20,008	41 %		
		> 120		3	12 %	2,617	5 %	4,071	8 %		
		Total				\$ 52,265		\$ 48,298			
	RW Support	No Budget	2		8 %	\$ 0	0 %	\$ 0	0 %	Over Budget	
		< 100	16		64 %	6,298	66 %	4,825	41 %		
		100-120 ¹		1	4 %	160	2 %	178	2 %		
		> 120		6	24 %	3,152	33 %	6,629	57 %		
		Total				\$ 9,610		\$ 11,632			
	RW Capital	No Budget	10		40 %	\$ 0	0 %	\$ 0	0 %	Under Budget	
		< 100	14		56 %	28,183	100 %	18,238	100 %		
		100-120 ¹		1	4 %	0	0 %	6	0 %		
		> 120		0	0 %	0	0 %	0	0 %		
		Total				\$ 28,183		\$ 18,244			
Construction Support	Pre SB 1102	No Budget	0		0 %	\$ 0	0 %	\$ 0	0 %	Under Budget	
		< 100	16		64 %	70,114	76 %	54,984	64 %		
		100-120 ¹		3	12 %	17,683	19 %	17,900	21 %		
		> 120		6	24 %	4,688	5 %	12,572	15 %		
	SB 1102	No Budget	0		0 %	0	0 %	0	0 %		
		< 100	0		0 %	0	0 %	0	0 %		
		100-120 ¹		0	0 %	0	0 %	0	0 %		
Total				\$ 92,485		\$ 85,456		\$ 7,029	92 %		
Construction Capital	No Budget	0		0 %	\$ 0	0 %	\$ 0	0 %	Under Budget		
	< 100	25		100 %	537,087	100 %	509,335	100 %			
	100-120 ¹		0	0 %	0	0 %	0	0 %			
	> 120		0	0 %	0	0 %	0	0 %			
	Total				\$ 537,087		\$ 509,335				\$ 27,752

Completed FY 2012-13 SHOPP Projects

SHOPP Program Level

SHOPP Projects (millions)



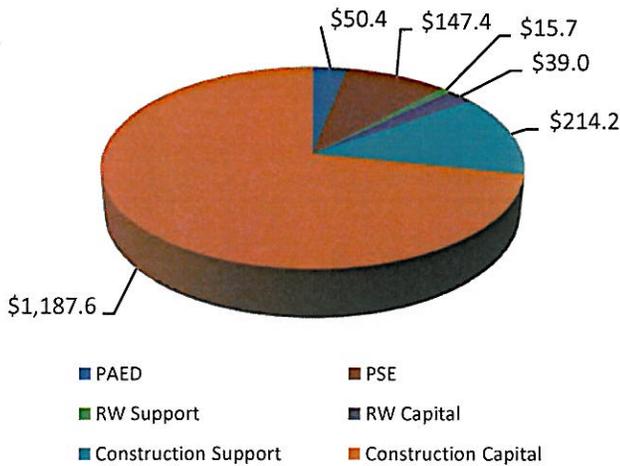
There were a total of 242 SHOPP projects that were completed through the fourth quarter in FY 2012-13. The total amount of State funds⁽¹⁾ that were approved⁽²⁾ by the commission for these projects was \$1,654⁽³⁾ million. The actual cost of the projects completed was \$1,228 million which is 74 percent of the approved funds.

(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

(3) Local funds are only included if they were part of the construction contract administered by the Department. Other local funds may not be reflected in accounting and data systems.

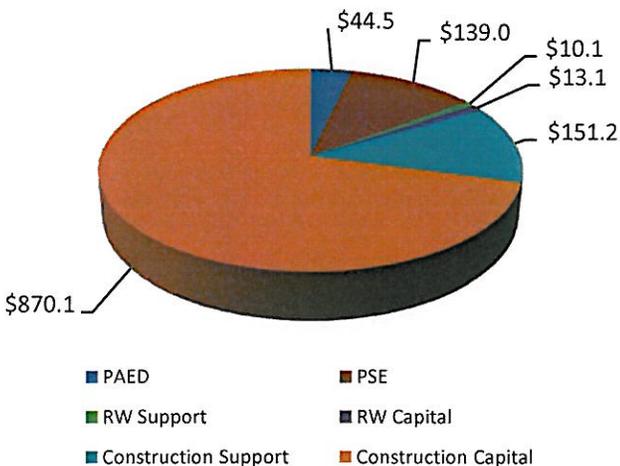
Approved State Funded Budget (millions)



SHOPP Component Levels

	Approved	Expended	Percent
PJD	\$ 197,737	\$ 183,449	93
RW	\$ 54,687	\$ 23,184	42
Con	\$1,401,770	\$1,021,269	73
Support	\$ 427,632	\$ 344,740	81
Capital	\$1,226,562	\$ 883,162	72
All	\$1,654,193	\$1,227,901	74

State Funded Expenditures (millions)

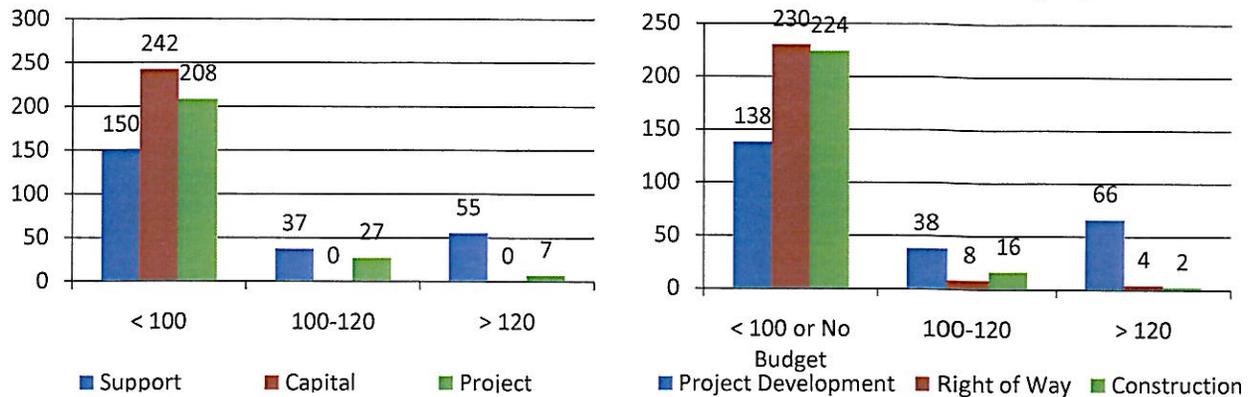


SHOPP Construction Capital Cost Trends

The table below provides construction capital trend information between programmed, allocated, awarded, construction (includes G-12's and supplemental) and expenditures for completed construction projects.

Construction Capital Component Budget	Cost (\$1,000'S)	Percent of Allocated Funds
Programmed	\$1,411,281	122 %
Allocated	\$1,153,353	100 %
Awarded	\$ 976,469	85 %
Construction	\$1,008,021	87 %
Expended	\$ 872,584	76 %

SHOPP Projects Completed Cost Percentages - Component Groupings



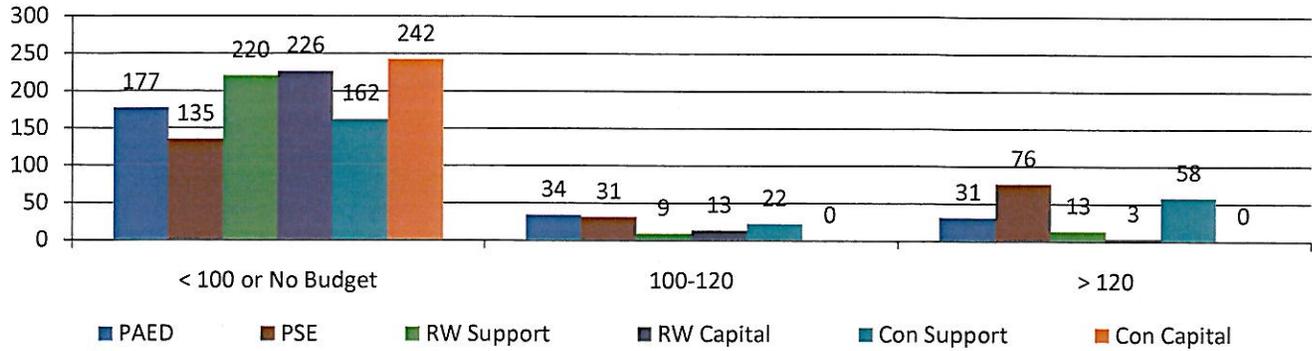
SHOPP Programmed and Completed Cost Information - Component Groupings

	Component	Expended / Budget Percent	Number of Completed Projects			Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget
			Under	Over	Percent						
Capital / Support Components	Support	< 100	150		62%	\$ 298,374	70%	\$ 183,473	53%	Under Budget	
		100-120 ¹		37	15%	83,725	20%	90,936	26%		
		> 120		55	23%	45,533	11%	70,331	20%		
		Total				\$ 427,632		\$ 344,740			
	Capital	< 100	242		100%	\$1,226,562	100%	\$ 883,162	100%	Under Budget	
		100-120 ¹		0	0%	\$0	0%	0	0%		
		> 120		0	0%	\$0	0%	0	0%		
		Total				\$1,226,562		\$ 883,162			
	Project	< 100	208		86%	\$1,569,435	95%	\$1,134,001	92%	Under Budget	
		100-120 ¹		27	11%	73,105	4%	78,214	6%		
		> 120		7	3%	11,653	1%	15,686	1%		
		Total				\$1,654,193		\$1,227,901			

STIP Guidelines Components	Component	No Budget	Number of Completed Projects		Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget	
			Under	Over							
STIP Guidelines Components	PJD	No Budget	35		14%	\$ 0	0%	\$ 0	0%	Under Budget	
		< 100	103		43%	91,806	46%	52,505	29%		
		100-120 ¹		38	16%	71,267	36%	76,728	42%		
		> 120		66	27%	34,664	18%	54,216	30%		
		Total				\$ 197,737		\$ 183,449			
	Right of Way	No Budget	23		10%	\$ 0	0%	\$ 0	0%	Under Budget	
		< 100	207		86%	49,078	90%	17,203	74%		
		100-120 ¹		8	3%	5,496	10%	5,804	25%		
		> 120		4	2%	113	0%	177	1%		
		Total				\$ 54,687		23,184			
	Construction	No Budget	0		0%	\$ 0	0%	\$ 0	0%	Under Budget	
		< 100	224		93%	1,358,533	97%	974,845	95%		
100-120 ¹			16	7%	40,425	3%	42,916	4%			
> 120			2	1%	2,812	0%	3,508	0%			
Total					\$1,401,770		\$1,021,269		\$ 380,501		

¹ Reference: Table 2, California State Auditor Report 2010-122: State law requires that STIP project costs may not be changed to reflect differences that are within 20 percent of the amount programmed for actual project costs. Further, according to the chief of Caltrans' Division of Project Management, although there are no written requirements, Caltrans' practice is to manage SHOPP projects similar to STIP projects when a SHOPP project is 20 percent over its support budget.

SHOPP Project Completed Cost Percentages - Individual Components



SHOPP Programmed and Completed Cost Information - Individual Components

	Expended / Budget Percent	Number of Completed Projects			Budget (\$1,000's)	Percent Budget	Spent (\$1,000's)	Percent Spent	(+/-) (\$1,000's)	Cost Ratios Spent / Budget		
		Under	Over	Percent								
Individual Project Components	PAED	No Budget	82		34%	\$ 0	0%	\$ 0	0%	Under Budget		
		< 100	95		39%	29,617	59%	16,497	37%			
		100-120 ¹		34	14%	17,189	34%	18,296	41%			
		> 120		31	13%	3,556	7%	9,698	22%			
		Total				\$ 50,362		\$ 44,491				\$ 5,871
	PSE	No Budget	36		15%	\$ 0	0%	\$ 0	0%	Under Budget		
		< 100	99		41%	75,025	51%	43,086	31%			
		100-120 ¹		31	13%	37,339	25%	40,288	29%			
		> 120		76	31%	35,011	24%	55,584	40%			
		Total				\$ 147,375		\$ 138,958				\$ 8,417
	RW Support	No Budget	26		11%	\$ 0	0%	\$ 0	0%	Under Budget		
		< 100	194		80%	11,728	75%	4,871	48%			
		100-120 ¹		9	4%	3,042	19%	3,281	33%			
		> 120		13	5%	910	6%	1,934	19%			
		Total				\$ 15,680		\$ 10,086				\$ 5,594
	RW Capital	No Budget	87		36%	\$ 0	0%	\$ 0	0%	Under Budget		
		< 100	139		57%	34,540	89%	8,101	62%			
		100-120 ¹		13	5%	4,263	11%	4,567	35%			
		> 120		3	1%	204	1%	427	3%			
		Total				\$ 39,007		\$ 13,095				\$ 25,912
Construction Support	Pre SB 1102	No Budget	0		0%	\$ 0	0%	\$ 0	0%	Under Budget		
		< 100	162		67%	176,975	83%	97,298	64%			
		100-120 ¹		22	9%	14,825	7%	15,935	11%			
		> 120		58	24%	22,415	10%	37,971	25%			
		Total				\$ 214,215		\$ 151,204				\$ 63,011
	SB 1102	No Budget	0		0%	0	0%	0	0%			
		< 100	0		0%	0	0%	0	0%			
		100-120 ¹		0	0%	0	0%	0	0%			
		> 120		0	0%	0	0%	0	0%			
		Total				\$ 214,215		\$ 151,204				\$ 63,011
Construction Capital	No Budget	0		0%	\$ 0	0%	\$ 0	0	Under Budget			
	< 100	242		100%	1,187,554	100%	870,065	100%				
	100-120 ¹		0	0%	0	0%	0	0				
	> 120		0	0%	0	0%	0	0				
	Total				\$1,187,554		\$ 870,065				\$ 317,489	73%

Appendix

(A) Glossary

(B) Past Years' Contracts for Delivery Award Status
Projects Not Yet Awarded

(C) Environmental Documents

(D) Status of Major Projects with Right of Way

(E) Construction Contract Administration

(F) Completed Projects Cost Information

Glossary

- #** 1st – First
2nd – Second
3rd – Third
4th - Fourth
- A** AB – Assembly Bill
- B** BATA – Bay Area Toll Authority
BIP –
BOND – Proposition 1B Bond Program
- C** Cap – Capital (has construction)
CE – Categorical Exemption
Cert - Certification
CTC – California Transportation Commission
Cty - County
- D** Doc – Document
D-EA – District and expenditure authorization
DED – Draft environmental document
- E** ED – Environmental Document
EIR – Environmental Impact Report
Emerg – Emergency funded project
Env - Environmental
- F** FED – Final environmental document
FY – Fiscal Year
FYTD – Fiscal year to date
- N** ND – Negative Declaration
NOP – Notice of Preparation
- P** PART – Partnership (local funded projects delivered by state including contributor funds on state funded projects (counts all non-STIP or non- SHOPP Funds)
PAED – Project approval and environmental document
PM – Post Mile
PSE – Plans, specifications and estimate
- Q** Q1 – First Quarter
Q2 – Second Quarter
Q3 – Third Quarter
Q4 – Fourth Quarter
Qtr – Quarter
- R** RTL – Ready to list
Rte – Route
RW – Right-of-way
RWC – Right-of-way certification
- S** SDWLL – Retrofit Soundwall funded project
SHOPP – State Highway Operations and Protection Program
STIP – State Transportation Improvement Program
- T** TBSRA – Toll Bridge Seismic Retrofit Account
TCRF – Traffic congestion relief funds

Prior Years' Contracts for Delivery Award Status

Projects initial bid.

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Ad	Bid Opening	Comments
11-12	04-1G560	SHOPP	ALA	880	REMOVE EXISTING MEDIAN DOUBLE METAL BEAM BARRIER AND INSTALL TYPE 60A	\$1,500	06/29/12	08/22/12	04/08/13	05/21/13	Bid DBE GFE issues.
11-12	08-0K230	SHOPP	RIV	010	PCC GRINDING AND SLABS REPLACEMENT	\$6,778	05/16/12	08/06/13	06/07/13	10/03/13	Advanced delivery, no capacity to fund when delivered.
11-12	08-36850	SHOPP	SBD	15	Const Comm Veh Enforcement Facility (Cvef) & Agric Inspec Facility (Aif)	\$ 71,244	06/30/11	05/07/13	06/03/13	07/25/13	Low bid 16% over EE.
11-12	11-07670	SHOPP	IMP	000	CONSTRUCT MAINTENANCE STATION	\$9,158	11/26/11	05/07/13	05/13/13	06/13/13	Low bid 38% over EE.
11-12	12-0H208	SHOPP	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	\$4,458	03/01/12	08/06/13	08/12/13	09/12/13	Out to bid. RW Cert upgraded recently.

\$93,138

Projects allocated, not advertised

11-12	07-1170U (117080)	STIP/ CMAQ	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS	\$134,760	08/15/13	12/06/12			Recently delivered.
11-12	08-0J010	SHOPP	SBD	018	COSNTRCUT LEFT TURN IN BOTH DIRECTION WIDEN SHOULDER WEST BOUND	\$803	06/30/12	08/06/13			Delivered with RW Cert 3, recently upgraded.

\$135,563

Projects delivered, not allocated with issue pending

11-12	02-0E360	SHOPP	TEH	005	REBUILD N/B & S/B FACILITIES AT CORNING SRRA'S	\$6,000	12/01/11				SRRA projects low priority.
11-12	07-27820	SHOPP	LA	010	INSTALL ADA CURB RAMPS	\$3,000	05/22/12				Project plans being updated to new spec requirements.
11-12	08-0G620	SHOPP	SBD	038	GRIND 30MM & OVERLAY 45MM DGAC TYPE A	\$13,155	01/31/12				Advanced delivery, no capacity to fund when delivered.
11-12	08-0K280	SHOPP	SBD	040	GRIND 45 MM AND OVERLAY 60 MM AC	\$23,219	08/15/11				Advanced delivery, no capacity to fund when delivered.

\$45,374

Project Approval (PR) Final Environmental Document (FED) Milestone Delivery

First Quarter - 34 Planned Deliverables

Second Quarter - 34 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PR	FED	D	EA	Pgm	Cty	Rte	Description	PR	FED
01	49650	SHOPP	HUM	101	EXCAVATE HAZARDOUS WASTE			01	0C360		MEN	101	INSTALL HIGH FRICTION COURSE TREATMENT		
01	08190	SHOPP	HUM	101	INSTALL MEDIAN BARRIER			02	1E000	STIP	MOD	299	INSTALL HAR		
01	08430	SHOPP	HUM	101	BIG LAGOON SLIPOUT REPAIR			02	29971	STIP	MOD	299	WIDEN TO THREE LANES		
01	08470	SHOPP	MEN	001	REPAIR SLIPOUT			02	4E610	SHOPP	TRI	299	REPAIR SLIDES.		
02	1E060	STIP	MOD	139	INSTALL CCTV AND RWIS			03	0F270	SHOPP	YUB	065	SCOUR MITIGATION BRIDGE REHAB		
02	4E530	SHOPP	SHA	005	BRIDGE REHABILITATION.			03	1A843	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, W		
03	0F230	SHOPP	SAC	050	INSTALL TWO 4" MICRODECK SYSTEMS TO REHA			03	1A845	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, W		
03	1F280	STIP	GLE	005	NATIVE PLANTING			03	1F420	SHOPP	BUT	099	SHOULDER WIDENING ON STRUCTURE		
03	1F290	STIP	COL	005	NATIVE PLANTING			03	2F000	SHOPP	VAR	000	UPGRADE GUARDRAIL END TREATMENTS		
03	1F330	SHOPP	ED	193	IMPROVE SUPERELEVATION OF CURVE			03	2F970	SHOPP	COL	020	HMA OVERLAY		
03	2F150	SHOPP	ED	049	LEFT TURN CHANNELIZATION			03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE		
03	3F320		SAC	050	PLACE THIN HIGH FRICTION SURFACE			03	4M200	SHOPP	COL	005	SUB-SCOUR MITIGATION-7 BRIDGES		
03	4E480	STIP	SAC	099	INSTALL NATIVE PLANTING			04	2G870	SHOPP	MRN	001			
04	3G300		CC	160	FENDER SYSTEM			04	4A090	SHOPP	NAP	029	REPLACEMENT OF TROUTDAL CREEK BRIDGE ON		
04	4A630	SHOPP	VAR	000	CONSTRUCT WHEELCHAIR RAMPS			05	0T500	STIP	SCR	000	VISTA POINT INTERPRETIVE DISPLAYS		
05	1C320	SHOPP	SLO	046	INSTALL RUMBLE STRIPS			05	0T640	SHOPP	SBT	025	CURVE CORRECTION		
06	0N380	SHOPP	KER	178	CONSTRUCT RETAINING STRUCTURES			06	0E680	STIP	MAD	099	99 CORRIDOR-BRIDGE ENHANCEMENT		
07	27490	SHOPP	LA	110	SOURCE CONTROL *SHOPP CANDIDATE			06	0G850		KER	058	WIDEN FREEWAY FROM 4 TO 6 LANES		
07	27590	SHOPP	LA	110	SOURCE CONTROL *SHOPP CANDIDATE			06	0J530	SHOPP	TUL	190	INTERSECTION IMPROVEMENTS		
07	3X350	SHOPP	LA	105	RECONSTRUCT THE FAILED SLOPE *DIR			07	26560	SHOPP	LA	138	WIDEN ROADWAY AND PAVE SHOULDERS		
07	3X410	SHOPP	LA	002	GRADE SLOPE, PLACE EROSION CONTROL *DIR			07	28850	SHOPP	LA	405	PAVE AREA, CONSTRUCT SCALE HOUSE		
07	4T560	SHOPP	LA	107	SIGNALS			07	29250	SHOPP	VEN	101	MODIFY TRAFFIC SIGNAL		
07	4T570	SHOPP	LA	105	RDWRK/FLSHNG BCN/LGTHNG DRNG,STRPNG			08	0071H		SBD	066	REPLACE LANDSCAPE & IRRIGATION		
07	4T580	SHOPP	LA	210	INSTALL TRAFFIC SIGNAL			08	0071J		SBD	215	REPLACE LANDSCAPE AND IRRIGATION		
08	33630	SHOPP	SBD	38	REPLACE BRIDGE DECK, UPGRADE BRIDGE RAIL, A			08	0071K		SBD	215	REPLACE LANDSCAPE AND IRRIGATION		
08	43541	SHOPP	SBD	040	PLACE ROCK SLOPE PROTECTION			08	0071L		SBD	215	REPLACE LANDSCAPE AND IRRIGATION		
08	0P310	SHOPP	SBD	395	INSTALL LEFT-TURN PHASING			08	0G900	SHOPP	SBD	247	CONSTRUCT STANDARD PAVED SHOULDER		
08	0Q230	SHOPP	SBD	018	SIGNALIZE INTERSECTION. PLUS CURB RAMPS, ADA			08	0M200	SHOPP	RIV	371	CONSTRUCT SHOULDER		
08	3348H	STIP	RIV	215	FACILITATE MANAGING LANDSCAPE DESIGN. PLA			08	0N560	SHOPP	SBD	040	BRIDGE REPLACEMENT		
09	34650	SHOPP	MNO	266	CURVE CORRECTION/COLLISION SEVERITY REDUC			08	0N591	SHOPP	SBD	040	BRIDGE REPLACEMENT		
10	0K021	SHOPP	MER	099	INSTALL ABOUT 220 TREES AND 800 GROUND CO			08	0R840	SHOPP	SBD	015	REPAIR CULVERT BY COMPACTION GROUTING TH		
11	26330	STIP	IMP	008	REVISED INTERCHANGE			10	0U610	SHOPP	SJ	012	REMOVE & REPLACE EXISTING CONCRETE BRIDG		
11	29230	SHOPP	SD	805	STORM WATER MITIGATION SLOPE EROSION REPA			11	40850	SHOPP	SD	125	INSTALL MEDIAN BARRIER		
11	40670	SHOPP	SD	005	PAVEMENT REHABILITATION			12	0J61U	SHOPP	ORA	005	REVEGETATION OF EXPOSED SLOPES FOR NPDES		

Third Quarter - 28 Planned Deliverables

Fourth Quarter - 23 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	PR	FED	D	EA	Pgm	Cty	Rte	Description	PR	FED
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION			01	47940	STIP	DN	199	SHOULDER WIDENING & BRIDGE WIDENING / RE		
01	0B000	SHOPP	LAK	020	REPLACE HOT MIX ASPHALT, APPLY GAP GRADED			01	4500U	SHOPP	DN	199	WIDENING		
01	0B100	SHOPP	HUM	101	INSTALL CABLE MEDIAN BARRIER			02	2E740	SHOPP	SHA	299	CURVE IMPROVEMENT		
02	4C402	STIP	SHA	005	WIDEN TO 6 LANES.			02	3E410	SHOPP	SHA	299	HIGHWAY REALIGNMENT		
02	4F100	SHOPP	PLU	070	PERM. RESTORATION			02	3E790	SHOPP	TRI	299	CURVE IMPROVEMENTS		
03	3E120	SHOPP	BUT	070	SEISMIC RETROFIT			02	4E410	SHOPP	TRI	299	.121 WEAVERVILLE CAPM		
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE			03	3E110	SHOPP	NEV	080	PAINT STRUCTURES		
03	1F260	STIP	SIE	089	CONSTRUCT TWO WILDLIFE UNDERCROSSINGS A			04	1G850	SHOPP	SM	092	INSTALL OR MODIFY METAL BEAM GUARD RAILS		
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY			04	3G450		CC	580	REPLACE JOINT SEALS		
03	2F160		SAC	160	RE-ALIGN ROUTE			04	3G750	SHOPP	SM	092	CONSTRUCT RSP AND INSTALL DRAINAGE		
03	3C000		SAC	005	CONST HOV LANES			04	3G760	SHOPP	NAP	128	INSTALL SLOPE INDICATORS,INSTALL NEW HORIZ		
03	3F000	SHOPP	YUB	020	HMA OVERLAY			05	0T540	SHOPP	SCR	129	CURVE REALIGNMENT		
03	3F180	SHOPP	SAC	080	PLACE VEGETATION CONTROL AND GRAVEL			07	28720	SHOPP	LA	134	STORM WATER SOURCE CONTROL *2012 SHOPP		
04	04100		SM	092	RESURFACE ORTHOTROPIC DECK			07	28730	SHOPP	LA	210	STORM WATER SOURCE CONTROL *2012 SHOPP		
04	1S502	SHOPP	ALA	013				07	29210	SHOPP	LA	101	MAINTENANCE SAFETY		
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB			07	29220	SHOPP	LA	002	MAINTENANCE SAFETY		
06	0M050	SHOPP	FRE	168	REALIGN CURVE			09	35120	SHOPP	INY	395	SHOULDER WIDENING AND CONSTRUCT RUMBL		
07	28380	STIP	LA	101	VINE PLANTING TRANS ENHANCEMENT *ITIP TE			10	0Q120	STIP	MER	099	WIDEN FROM FOUR LANES TO SIX LANES		
07	29090	SHOPP	LA	210	REPLACE MBGR TO CONCRETE BARRIER			10	0Q170	SHOPP	SJ	580	DIGOUT AND REPAIR OF LOCALIZED FAILURES/AC		
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY			11	26160	SHOPP	SD	005	FREWAY MAINTENANCE ACCESS		
08	0J990	SHOPP	SBD	018	REPLACE AND REPAIR DAMAGED SIDEWALK AND			11	40930	SHOPP	SD	075	BRIDGE REHABILITATION		
08	0P980	SHOPP	SBD	018	SIGNALIZE INTERSECTION. ADA REQUIREMENTS			11	41060	SHOPP	SD	005	INSTALL AND UPGRADE CURB RAMPS		
08	0Q600	SHOPP	SBD	002	MODIFY DIKE AND PLACE CONCRETE SLOPE			12	0H20U	SHOPP	ORA	055	REMOVE DISEASED TREES AND UPGRADE HIGHW		
09	33500	SHOPP	MNO	395	MITIGATE MONO LAKE ROCKFALL										
10	0S870	SHOPP	STA	004	SHOULDER WIDENING WITH RUMBLE STRIPS										
11	26041	SHOPP	SD	008	DRAINAGE IMPROVEMENTS										
11	28250	SHOPP	SD	005	STORM WATER MITIGATION STORM WATER MIT										
12	0H900	SHOPP	ORA	055	REMOVE DISEASED EUC. TREES, UPGRADE EXIST										

Legend

- Completed
- Not Needed due to Env Doc Change
- Behind Schedule
- To Be Completed
- Delay Out of Year

Draft Environmental Document (DED) Milestone Delivery

First Quarter - 12 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
03	0F270	SHOPP	YUB	065	SCOUR MITIGATION BRIDGE REHAB	
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE	
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY	
03	1F420	SHOPP	BUT	099	SHOULDER WIDENING ON STRUCTURE	
03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE	
03	4M200	SHOPP	COL	005	SUB-SCOUR MITIGATION-7 BRIDGES	
04	4A090	SHOPP	NAP	029	REPLACEMENT OF TROUTDAL CREEK BRIDGE ON	
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB	
06	43080	STIP	TUL	065	CONSTRUCT 4-L EXPRESSWAY ALONG AN EXISTIN	
06	0G850		KER	058	WIDEN FREEWAY FROM 4 TO 6 LANES	
06	0M050	SHOPP	FRE	168	REALIGN CURVE	
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	

Second Quarter - 6 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION	
03	3E120	SHOPP	BUT	070	SEISMIC RETROFIT	
03	2F160		SAC	160	RE-ALIGN ROUTE	
05	0T540	SHOPP	SCR	129	CURVE REALIGNMENT	
08	0Q600	SHOPP	SBD	002	MODIFY DIKE AND PLACE CONCRETE SLOPE	N
10	0Q120	STIP	MER	099	WIDEN FROM FOUR LANES TO SIX LANES	

Third Quarter - 11 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
02	3E410	SHOPP	SHA	299	HIGHWAY REALIGNMENT	
02	4C402	STIP	SHA	005	WIDEN TO 6 LANES.	
04	3G620	SHOPP	SF	101	BRIDGE REHABILITATION	N
04	4S190	SHOPP	SON	116	CONSTRUCT SOLDIER PILE WALL	N
05	0T630	SHOPP	SB	101	CURVE REALIGNMENT	
08	34770	STIP	SBD	58	CONSTRUCT 4-LANE EXPWY ON NEW ALIGN	
08	0J930	SHOPP	SBD	015	REHABILITATE BRIDGE	
08	0Q300	SHOPP	SBD	138	CONSTRUCT TWO LANE CONVENTIONAL HWY	
09	35120	SHOPP	INY	395	SHOULDER WIDENING AND CONSTRUCT RUMBL	
10	0F280	SHOPP	CAL	004	CONSTRUCT WALL FOR SEDIMENT CONTROL	
10	0V290	SHOPP	CAL	026	INSTALL A TWO-WAY LEFT-TURN LANE	N

Fourth Quarter - 10 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	DED
01	26201	STIP	MEN	101	RYAN CREEK FISH PASSAGE - COHO SALMON MIT	
01	49771	SHOPP	MEN	001	PERMANENT RESTORATION: REPAIR SLIPOUT / R	
01	0A360	SHOPP	HUM	299	CURVE IMPROVEMENT	
01	0B500	SHOPP	MEN	101	REPAIR SLIDES	
03	0F240	SHOPP	SAC	005	PLACE 3/4" POLYESTER OVERLAY, REPLACE JT SEA	
03	2F210	SHOPP	SAC	050	BRIDGE DECK REHABILITATION	
04	17244	SHOPP	ALA	084	ENVIRONMENTAL MITIGATION	
04	0A020	SHOPP	SON	001	REALIGN ROADWAY	
04	1G020		SM	082	INSTALL LEFT TURN CHANNELIZATION	
08	0N970	SHOPP	SBD	395	CONSTRUCT 4' MEDIAN BUFFER & WIDEN EXISTI	

	Completed
	Not Needed due to Env Doc Change
	Behind Schedule
	To Be Completed
	Delay Out of Year (see delay categories below)

2012/13 FY Right of Way Capital Major Project List

D	EA	PPNO	City	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital ST/PI/SHOPP	Doc Year	Total RW Capital Estimate	2013 FY Alloc Plan	TOTAL FYTD Commitments as of 07/29/13	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
01	262001	0125F	MEN	101	CONSTRUCT 4-LANE FREEWAY, PHASE 1	5/28/2010	33,000	26,750	2010	42,188	15,020,000	2,429,700	16.18%	12,590,300	1,112	2,012,938	4,726	410,924
01	3986U1		LAK	053	WIDEN ROADWAY WITH HMA OVER AB	5/25/2010	1,086	1,086	2008	1,031	1,021,000	0	0.00%	1,021,000	0	0	0	0
02	360700	3427	SHA	299	ROADWAY REHABILITATION	4/11/2013	3,092	3,092	2010	2,143	2,039,000	595,300	29.20%	1,443,700	184,450	119,656	213,665	77,530
03	3C3800	3258	ED	050	STORMWATER MITIGATION	6/1/2010	3,400	3,400	2010	3,002	2,378,000	454,834	19.13%	1,923,166	70,247	69,200	74,900	240,487
04	245441		SON	101	COLLEGE AVENUE IMPROVEMENT	8/20/2012	4,430	4,100	2010	4,509	1,256,000	441,410	35.14%	814,590	0	379,629	61,781	0
04	264071	0360J	MRN	101	CONSTRUCT INTERCHANGE ON RTE 101 AT SAN ANTONIO RD INCLUDING	4/26/2012	24,566	8,254	2010	33,803	2,336,000	1,684,166	72.10%	651,834	15,021	1,003,581	549,352	116,212
04	264081	0360H	SON	101	CONSTRUCT INTERCHANGE ON RTE 101 AT PATALUMA BLVD INCLUDING	4/15/2012	13,406	10,810	0	0	4,815,000	2,498,537	51.89%	2,316,463	401,852	1,543,776	632,088	(79,179)
04	4A5100	0609K	SF	280	REPLACE BRIDGE HINGES	5/1/2013	3,570	3,570	2010	3,390	1,413,000	290,629	20.57%	1,122,371	235,384	0	52,715	2,550
05	315801	0058E	MON	101	CONSTRUCT NEW INTERCHANGE AT SAN JUAN ROAD	4/2/2012	26,900	16,450	2010	26,899	13,236,000	377,415	2.85%	12,858,585	4,718	967	27,594	344,137
05	330771	0226G	SLO	046	CONVERT TO 4-LANE EXPRESSWAY	1/6/2012	4,400	4,400	2010	3,320	1,150,000	510,598	44.40%	639,402	0	214,572	112,562	183,464
05	344801	0297	SBT	156	WIDEN 2 TO 4 LANES	1/16/2015	14,636	14,636	2010	21,807	5,649,000	0	0.00%	5,649,000	0	0	0	0
05	482801	4928	SLO	001	REALIGN ROADWAY	8/8/2013	14,170	14,170	2010	15,603	8,600,000	55,368	0.64%	8,544,632	20,150	114	3,365	31,739
05	0C6401	6400	SB	246	PASSING LANES AND OPERATIONAL IMPROVEMENTS	4/3/2013	1,205	1,205	2010	1,073	1,056,000	0	0.00%	1,056,000	0	0	0	0
05	4482U1	0482	SB	101	RECONSTRUCT INTERCHANGES ON AND REPLACE CARPINTERIA CR BR	7/15/2014	9,597	5,883	2010	9,388	3,101,000	183,794	5.93%	2,917,206	6,000	0	800	176,994
06	487501	4348	KIN	198	RECONSTRUCT INTERCHANGE	8/15/2012	3,327	1,327	2010	1,704	1,196,000	699,756	58.51%	496,244	40,111	9,204	173,778	476,664
07	119341	0310B	LA	10	CONSTRUCT HOV LANE IN EA DIRECTION "OVERSIGHT ONLY" PRR & ENVR ONLY'S	4/11/2013	8,000	8,000	2010	6,306	4,973,000	21,227	0.43%	4,951,773	21,227	0	0	0
07	172151	2022C	LA	30	FREEWAY CONSTRUCTION	6/16/2000	31,739	31,739	1998	22,505	3,390,000	0	0.00%	3,390,000	0	0	0	0
07	202111	4137	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	5/11/2011	3,000	3,000	2010	2,270	1,000,000	187,612	16.76%	832,388	0	69,653	38,115	59,844
07	202121	4137A	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	4/8/2013	14,500	14,500	2010	23,297	11,000,000	3,372,876	30.66%	7,627,124	0	1,400	1,400	3,371,476
07	215921	2808	LA	005	ROADWAY WIDENING (SEG 2)	1/4/2013	249,994	89,757	2010	400,434	26,930,000	82,970,757	308.10%	(56,040,757)	2,619,199	10,840,629	2,461,587	67,049,341
07	215941	4155	LA	005	ROADWAY WIDENING & STRIPING (SEG 4)	3/9/2012	111,583	85,404	2010	239,388	25,588,000	9,484,797	37.10%	16,083,203	3,576,110	3,932,366	1,388,009	608,311
07	215951		LA	005	ROADWAY WIDENING & STRIPING (SEG 5) PDR-219A1	1/4/2013	36,452	36,452	2010	83,755	16,000,000	15,672,379	97.95%	327,621	1,558,572	595,742	1,822,918	11,695,147
07	260701	3918	VEN	101	HOV LANES "COMBINED" 1064N1	6/22/2011	1,980	1,980	2010	1,975	1,000,000	168	0.02%	999,832	168	0	0	0
07	293901	4554	LA	060	BRIDGE REPLACEMENT	2/3/2012	1,000	1,000	2010	6,105	1,000,000	609,689	60.97%	390,311	768,495	0	0	(158,806)
07	1170U1	0309N	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS "COMB WITH 1170R1 & 11721	6/8/2012	20,304	20,304	2010	31,944	4,500,000	9,924,987	220.56%	(5,424,987)	765,345	35,724	59,921	9,063,997
08	355560	0174L	SBD	015	ADD NB MIXED FLOW LANE W/AVX WIDEN TO 4 LANE FR REVELY RD TO JCT 15, ADD LANE FR PHELAN RD TO JCT 15	1/7/2013	23,984	23,984	2010	32,094	5,881,000	873,611	14.85%	5,007,389	374,359	33,498	426,954	38,800
08	0F6601	0253E	SBD	247	CONSTRUCT SHOULDERS @ VARIOUS LOC	9/6/2013	3,074	3,074	2010	3,473	1,132,000	130,065	11.49%	1,001,935	29,100	44,100	34,921	21,944
08	3401U1	0239D	SBD	138	WIDEN TO 4 LANE FR REVELY RD TO JCT 15, ADD LANE FR PHELAN RD TO JCT 15	12/5/2013	3,569	3,569	2010	9,927	3,569,000	1,103,823	30.93%	2,465,177	12,607	97,380	272,195	721,642
10	0A872	9940C		219	WIDEN TO 4 LANES AND INTERSECTION IMPROVEMENTS	11/7/2011	17,281	15,041	2010	15,696	1,600,000	1,153,326	72.08%	446,674	22,526	816,684	236,886	77,230
11	167891		IMP	078	CONSTRUCT FOUR LANE EXPRESSWAY	4/1/2010	26,375	13,371	2010	18,016	1,912,000	450	0.02%	1,911,550	0	0	0	450
12	0C5601	4587A	ORA	091	PROVIDE AN AUXILIARY LANE FROM NB SR-55 TO TUSTIN AVE OFF-RAMP	6/15/2013	1,700	1,700	2010	6,077	1,700,000	4,867,514	286.32%	(3,167,514)	42,424	126,905	2,739,548	1,958,638
12	0E3101	4102	ORA	074	RECONSTRUCT I/C AT SR-74	4/19/2012	28,753	28,753	2010	28,753	7,680,000	2,079,472	27.08%	5,600,528	153,661	310,207	1,012,344	603,260
12	0H2081	3577A	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	5/24/2012	11,670	11,670	2010	3,166	2,500,000	1,300,035	52.00%	1,199,965	35	0	0	1,300,000

Grand Total 185,601,000 143,954,296 78% 41,646,704 10,922,852 21,876,896 12,699,971 98,454,576



Division of Construction
CONTRACT ADMINISTRATION
Q4 Fiscal Year 2012/13 (\$ in Millions)



Construction Contracts - Quarterly Status Report^a

	Q4 11/12		Q1 12/13		Q2 12/13		Q3 12/13		Q4 12/13	
	Number	Value								
1. Ongoing Contracts @ Beginning of Quarter	640	\$11,085	769	\$11,305	744	\$11,690	644	\$12,217	653	\$ 12,346
2. New Contracts this Quarter	245	\$ 919	103	\$ 775	88	\$ 1,345	115	\$ 925	176	\$ 397
3. Accepted Contracts this Quarter	116	\$ 699	128	\$ 390	188	\$ 818	106	\$ 796	94	\$ 588
Ongoing Contracts @ End of Quarter (1+2-3)	769	\$11,305	744	\$11,690	644	\$12,217	653	\$12,346	735	\$ 12,155
4. Accepted Contracts @ Beginning of Quarter	1,331	\$ 7,802	1,305	\$ 7,393	1,316	\$ 6,902	1,417	\$ 7,307	1,430	\$ 7,451
5. Accepted Contracts this Quarter	116	699	128	390	188	818	106	796	94	588
6. Contracts Closed this Quarter	140	1,103	115	874	85	407	89	647	79	483
7. New Contracts in Arbitration this Quarter	2	5	2	7	2	6	4	5	6	130
Accepted Contracts @ End of Quarter (4+5-6-7) ^b	1,305	\$ 7,393	1,316	\$ 6,902	1,417	\$ 7,307	1,430	\$ 7,451	1,439	\$ 7,426
Accepted Contracts with claims only @ End of Quarter ^c	58	\$1,110	64	\$1,394	105	\$693	91	\$794	65	\$778
8. Contracts in Arbitration @ Beginning of Quarter ^d	38	\$ 913	32	\$ 578	28	\$ 485	23	\$ 344	22	\$ 260
9. New Contracts in Arbitration this Quarter	2	5	2	7	2	6	4	5	6	130
10. Contracts with Arbitration Settlements/Awards this Quarter	8	340	6	100	7	147	5	89	3	127
Contracts in Arbitration @ End of Quarter (8+9-10)	32	\$ 578	28	\$ 485	23	\$ 344	22	\$ 260	25	\$ 263

^a Quarterly figures updated to reflect revised or new data at the end of the current quarter.

^b Accepted contracts with close-out activities in progress. Contracts in arbitration are not included.

^c Beginning Quarter 1 of FY 2010/2011, quarterly figures exclude contracts that have a final estimate (FE), a district director determination (DDD), or district expenditures done (DED).

^d A contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made. Contractors must file within 90 days after the Department makes a final determination on claims or lose opportunity for arbitration. (Contractors have 180 days to file on contracts that were approved prior to January 1, 1999.)

Total dollar amount of claims at end of current quarter = \$23.1M

Total dollar amount filed for in arbitration at end of current quarter = \$46.1M

Includes contracts flagged as: Emergency, Local Assistance, and Warranty

FY 2012-13 Completed STIP Projects, (STATE Funds Only Support, Right of Way, State & Local Funds for Construction Capital)

D	CTY	RT	Description	Project Development PID				Right of Way Component				Construction Component				Total Overall Project		
				PAED		PSE		RW Support		RW Capital		CON Support		CON Capital				
				Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost		Bud	Cost
Quarter 1 Projects (7 Projects)																		
1	Men	101	Simpson Ln Intersection	\$ 642,640	\$ 642,640	\$ 922,363	\$ 922,363	\$ 372,207	\$ 372,207	\$ 372,207	\$ 640,178	\$ 323,421	\$ 323,421	N	\$ 1,695,000	\$ 1,659,154	✓	
4	SCI	680	Sunol Grade SB HOV Ph 3	\$ 345,000	\$ -	\$ 5,715,000	\$ 6,121,000	\$ 160,000	\$ 178,000	\$ 1,295,000	\$ 151,000	\$ 8,245,000	\$ 4,425,000	✓	N	\$ 51,701,000	\$ 50,198,000	✓
5	SB	101	Landscaping	\$ 1,049,000	\$ 962,682	\$ 3,051,000	\$ 3,388,697	\$ 559,000	\$ 340,504	\$ 414,000	\$ 247,989	\$ 2,470,000	\$ 3,131,431	✓	N	\$ 9,554,000	\$ 8,785,312	✓
5	SLO	101	Wildlife Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 106,595	✓	N	\$ 597,800	\$ 596,800	✓
6	Fre	99	North Fresno 6 Ln	\$ 500,000	\$ 494,458	\$ 1,500,000	\$ 1,491,674	\$ 200,000	\$ 9,187	\$ 250,000	\$ 87,638	\$ 3,500,000	\$ 3,206,647	✓	N	\$ 17,270,000	\$ 16,894,950	✓
8	Riv	10	Ramon Rd IC	\$ 1,816,000	\$ 1,696,102	\$ 7,661,000	\$ 6,164,059	\$ 1,499,000	\$ 1,100,851	\$ 10,749,000	\$ 7,510,636	\$ 5,429,000	\$ 5,248,692	✓	N	\$ 25,523,000	\$ 25,000,000	✓
9	Inv	Var	Historic Alignment Pullouts	\$ 71,000	\$ 87,232	\$ 179,000	\$ 145,302	\$ 8,000	\$ -	\$ -	\$ 0	\$ 115,000	\$ 76,751	✓	N	\$ 410,000	\$ 369,535	✓
Quarter 2 Projects (8 Projects)																		
5	Mon	101	Airport Blvd IC East	\$ 976,000	\$ 1,085,234	\$ 1,121,000	\$ 1,515,400	\$ 784,000	\$ 539,553	\$ 1,896,000	\$ 942,699	\$ 3,500,000	\$ 2,844,817	✓	N	\$ 10,754,531	\$ 9,347,940	✓
5	SB	101	Milpas-Cabrillo Op Impvmts	\$ 3,000,000	\$ 2,299,180	\$ 6,610,000	\$ 6,604,768	\$ 2,200,000	\$ 1,986,437	\$ -	\$ 6,350	\$ 14,532,000	\$ 12,936,828	✓	N	\$ 58,687,000	\$ 58,686,325	✓
6	Ker	99	Tree Planting	\$ 35,000	\$ 37,263	\$ 246,000	\$ 230,113	\$ 3,000	\$ 492	\$ -	\$ 0	\$ 424,000	\$ 186,748	✓	N	\$ 456,000	\$ 336,762	✓
7	LA	134	Rte 134 On Ramp Hollywood	\$ 1,054,000	\$ 922,612	\$ 3,712,000	\$ 3,942,113	\$ 922,000	\$ 1,316,194	\$ 5,339,000	\$ 5,013,767	\$ 1,320,000	\$ 7,806,318	✓	N	\$ 34,434,000	\$ 31,675,835	✓
8	SBD	15	Desert Group Visitor Center	\$ 74,000	\$ 73,615	\$ 1,114,000	\$ 1,211,550	\$ 1,000	\$ 256	\$ -	\$ 0	\$ 350,000	\$ 368,000	✓	N	\$ 1,029,000	\$ 907,978	✓
8	SBD	210	Etwanda Windbreak Ldscp	\$ 289,000	\$ 307,226	\$ 150,000	\$ 116,800	\$ 60,000	\$ -	\$ -	\$ 0	\$ 368,000	\$ 786,531	✓	N	\$ 995,000	\$ 781,118	✓
11	SD	15	Managed Lns	\$ -	\$ -	\$ 4,242,000	\$ 2,042,000	\$ 150,000	\$ 75,560	\$ 214,700	\$ -	\$ 736,000	\$ 217,775	✓	N	\$ 56,532,000	\$ 51,164,000	✓
11	SD	15	Managed Lns Unit 2	\$ -	\$ -	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ 21,236,000	\$ 15,145,451	✓	N	\$ 94,482,000	\$ 91,378,000	✓
Quarter 3 Projects (2 Projects)																		
3	ED	50	Rte 50 Wildlife Crossing	\$ 153,000	\$ 158,000	\$ 175,000	\$ 171,000	\$ 6,000	\$ 3,000	\$ 5,000	\$ 0	\$ 187,000	\$ 234,000	✓	N	\$ 1,100,000	\$ 856,000	✓
10	Mer	99	Tree Planting	\$ 37,000	\$ 90,000	\$ 373,000	\$ 322,000	\$ -	\$ 133,000	\$ -	\$ 0	\$ 293,000	\$ 507,000	✓	N	\$ 900,000	\$ 600,000	✓
Quarter 4 Projects (8 Projects)																		
3	Pla	267	Tree Planting	\$ 75,000	\$ 77,000	\$ 60,000	\$ 42,000	\$ 5,000	\$ 2,000	\$ -	\$ 0	\$ 65,000	\$ 47,000	✓	N	\$ 501,000	\$ 501,000	✓
3	Pla	80	l80 Oper Impvmts Phase 2	\$ 1,900,000	\$ 2,067,000	\$ 1,400,000	\$ 2,124,000	\$ 400,000	\$ 364,000	\$ -	\$ 0	\$ 300,000	\$ 295,000	✓	N	\$ 31,200,000	\$ 29,914,000	✓
3	But	70	Ophir Road (Phase 1)	\$ 1,562,000	\$ 1,454,000	\$ 2,000,000	\$ 2,280,000	\$ 1,000,000	\$ 1,421,000	\$ 1,852,000	\$ 1,581,000	\$ 2,500,000	\$ 1,604,000	✓	N	\$ 7,609,000	\$ 6,632,000	✓
4	Son	101	HOV Pepper to Rohmert Pk	\$ 3,000,000	\$ 1,940,000	\$ -	\$ 120,000	\$ -	\$ 338,000	\$ 3,000	\$ 3,000	\$ 10,500,000	\$ 10,678,000	✓	N	\$ 56,573,000	\$ 55,061,000	✓
4	SCI	87	Rte 87 Landscaping	\$ 201,000	\$ 201,000	\$ 442,000	\$ 447,000	\$ 32,000	\$ 28,000	\$ -	\$ 0	\$ 505,000	\$ 346,000	✓	N	\$ 714,000	\$ 607,000	✓
4	SCI	101	Impvmts (280 to Yerba Bue	\$ 76,000	\$ -	\$ 96,000	\$ 432,000	\$ 19,000	\$ 3,000	\$ 5,000	\$ 0	\$ 6,833,000	\$ 6,854,000	✓	N	\$ 31,459,000	\$ 26,040,000	✓
4	SM	82	El Camino Real Signals	\$ -	\$ 60,000	\$ 2,196,000	\$ 2,498,000	\$ 30,000	\$ 186,000	\$ 60,000	\$ 2,028,000	\$ 1,704,000	\$ 1,570,000	✓	N	\$ 5,991,000	\$ 5,472,000	✓
11	Imp	78	Brawley Bypass Phase 3	\$ 1,206,000	\$ 340,000	\$ 6,500,000	\$ 5,967,000	\$ 1,200,000	\$ 3,235,000	\$ 5,460,000	\$ 2,028,000	\$ 7,000,000	\$ 6,510,000	✓	N	\$ 37,090,000	\$ 35,930,000	✓
Total All Projects (242 Projects)				\$ 18,061,640	\$ 14,995,244	\$ 52,265,363	\$ 48,298,839	\$ 9,610,207	\$ 11,632,241	\$ 28,182,878	\$ 18,244,257	\$ 92,485,421	\$ 85,455,985	✓	\$ 537,087,331	\$ 509,334,709	✓	

FY 2012-13 Completed SHOPP Projects

D	CTY	RT	Description	Project Development PID				Right of Way Component				Construction Component				Total Overall Project	
				PAED		PSE		RW Support		RW Capital		CON Support		CON Capital			
				Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost		Bud
Total All Projects (242 Projects)				\$ 50,362,000	\$ 44,491,000	\$ 147,375,000	\$ 138,958,000	\$ 15,660,000	\$ 10,086,000	\$ 39,007,000	\$ 13,095,000	\$ 214,215,000	\$ 151,204,000	✓	\$ 1,187,554,000	\$ 870,065,000	✓

Support to Capital Table: The table to the right is being provided as recommended by the Bureau of State Audits in their 2011 audit.

# Projects	S/C Ratio	Goal
94	51.1	< 60
34	34.0	< 45
13	28.8	< 35
13	23.0	< 32
16	26.5	< 30

Capital Cost \$1-5 Million
 Capital Cost \$5-10 Million
 Capital Cost \$10-15 Million
 Capital Cost \$15-25 Million
 Capital Cost \$25-140 Million

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 4.7
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATE ROUTE 99 CORRIDOR BOND PROGRAM-PRUDENT RESERVE POLICY**
RESOLUTION R99-P-1314-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) reduce the State Route (SR) 99 Corridor Program Reserve from \$25,000,000 to \$22,400,000 to address unforeseen expenses for the Proposition 1B ongoing SR 99 Corridor Construction Program.

BACKGROUND:

At the March 2013 Commission meeting, following a detailed project-specific analysis of risks, the Department recommended a reserve of \$25,000,000 for the SR 99 Corridor. At the June 2013 Commission meeting, the Department recommended keeping the SR 99 Corridor reserve at \$25,000,000.

To date, four SR 99 Corridor contracts valued at about \$26 million have completed construction, while an additional 21 contracts valued at about \$705 million are under construction, and one contract valued at \$1.5 million has yet to be awarded.

As reported at the June 2013 Commission meeting, \$61 million dollars was available for a combination of program reserve and additional programming at that time. Since then, \$5,479,000 was de-allocated from the Atwater-Merced Expressway Phase 1A project, increasing the total available to almost \$67 million.

The Department has reevaluated the project-specific risks and determined that the risk reserve can be reduced as shown in Table 1 below. Therefore, the Department recommends of the total \$67 million of SR 99 Corridor savings remaining, \$22.4 million should be held as a program reserve.

The Department proposes to allocate \$43,800,000 to the Pelandale Interchange Reconstruction project (PPNO 9460) at this month's Commission meeting, which will leave about \$23 million dollars for a combination of program reserve and additional programming. Of this, approximately \$8.6 million is in the Northern part of the State and \$14.4 million is in the Southern part of the State.

Table 1: Route 99 Bond Risk Analysis Summary by Project

Route 99 Bond (North)					
Co	Project	SR 99 Const Allocation	Original Reserve	Revised Reserve	Percent Complete
BUT	Butte SR 99 Chico Auxiliary Lanes	\$20,592,000	\$2,000,000	\$2,000,000	64%
SUT	Sutter 99 Segment 2	\$43,731,000	\$2,800,000	\$2,800,000	52%
SUT	State Route 99/113 Interchange	\$13,833,000	\$1,800,000	\$1,800,000	58%
SUT	SR 99/Riego Road Interchange	\$15,764,000	\$1,500,000	\$1,500,000	28%
North Total		\$93,920,000	\$8,100,000	\$8,100,000	

Route 99 Bond (South)					
Co	Project	SR 99 Const Allocation	Original Reserve	Revised Reserve	Percent Complete
MAD	Reconstruct Interchange at Avenue 12	\$43,002,000	\$2,400,000	\$2,400,000	10%
MER	Freeway Upgrade & Plainsburg Road I/C	\$53,098,000	\$700,000	\$700,000	25%
SJ	SR 99 Widening in Manteca and San Joaquin Phase 1	\$31,644,000	\$800,000	\$100,000	50%
SJ	SR 99 Widening in Manteca and San Joaquin Phase 2	\$31,543,000	\$800,000	\$400,000	23%
SJ	SR 99 Widening in Manteca and San Joaquin Phase 3	\$3,653,000	\$2,500,000	\$1,000,000	23%
SJ	SR 99 (South Stockton) Widening	\$79,456,000	\$6,600,000	\$6,600,000	21%
TUL	Tulare to Goshen 6-Lane North Segment	\$38,727,000	\$3,100,000	\$3,100,000	11%
South Total		\$281,123,000	\$16,900,000	\$14,300,000	
Corridor Total		\$375,043,000	\$25,000,000	\$22,400,000	

RESOLUTIONR99-P-1314-02:

Be it Resolved, that the California Transportation Commission does hereby reduce the Proposition 1B State Route 99 Corridor Program Reserve from \$25,000,000 to \$22,400,000.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.4
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT
RESOLUTION TCIF-P-1314-04**

ISSUE:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program by adding the *Feather River Boulevard/SR-70 Interchange Project* to the TCIF Program as TCIF Project 97 at a cost of \$4.361 million in TCIF funds in the Northern California Corridor element of the TCIF program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to add into the TCIF program Project 97, the *Feather River Boulevard/SR-70 Interchange Project*.

BACKGROUND:

The Northern California Trade Corridor Coalition (NCTCC) and Yuba County propose to amend the TCIF program by including the Feather River Boulevard/SR-70 Interchange Project as Project 97 in the Northern California Corridor element of the TCIF program and program \$4.361 million of TCIF funds to the project.

The Feather River Boulevard/SR-70 Interchange Project will remove an at-grade signalized intersection and construct an interchange in Yuba County, near Plumas Lake and north Bear River at the southern intersection of Feather River Boulevard and SR70. The total cost of the project is estimated at \$19.350 million. NCTCC and Yuba County propose to program \$4.361 million in TCIF funds from net available award savings that have accrued in the Northern California Corridor.

The NCTCC supports the propose amendment to the TCIF Program (see attached letter).



METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Amy Rein Worth, Chair
Cities of Contra Costa County

September 24, 2013

Dave Cortese, Vice Chair
Santa Clara County

Mr. Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dear Mr. Boutros:

David Campos
City and County of San Francisco

The Northern California Trade Corridors Coalition (Coalition) is in support of Yuba County's Trade Corridor Improvement Fund (TCIF) baseline agreement for the Feather River Blvd./SR-70 Interchange project in Yuba County.

Bill Dodd
Napa County and Cities

Dorene M. Giucopini
U.S. Department of Transportation

Yuba Co. Feather River Blvd/SR-70 Interchange Project ("Project"):

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Yuba County requests programming a new TCIF project using \$4.361 million in bond funds. The Project proposes to improve traffic congestion on SR-70 in the Northern San Joaquin Valley by constructing an interchange at Feather River Blvd. and eliminating the last signal on the SR-70 Expressway segment. The total construction cost is \$16.5 million, and the Project was Ready to List at the end of August 2013. Yuba County expects to advertise the project in late 2013 through early 2014, with project award in April 2014.

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

The Coalition met on April 30, 2013 and supports the proposed baseline agreement to program the new interchange project with \$4.361 million in TCIF-Bond funds. This amount will come from the Coalition's unprogrammed balance of TCIF funds. We recommend that the CTC consider the programming of the Project at its October 2013 meeting, with allocation on the December 2013 CTC meeting agenda.

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Should you have any questions or comments, please contact Kenneth Kao of my staff at (510) 817-5768 or kkao@mtc.ca.gov.

Jean Quan
Oakland Mayor's Appointee

Sincerely,

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Alix A. Bockelman
Director, Programming and Allocations

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

cc: Northern California Coalition agencies
Stephen Maller, CTC
Dawn Cheser, Caltrans HQ

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

AAB:KK

Andrew B. Fremier
Deputy Executive Director, Operations

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.5
Action

From: ANDRE BOUTROS
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM (TCIF) PROJECT BASELINE AGREEMENTS – RESOLUTION TCIF-P-1314-05B**

ISSUE:

Should the California Transportation Commission (Commission) approve the project Baseline Agreements for TCIF Projects 94 and 97, the Santa Clara US-101 Freeway Performance Initiative Project and the Feather River Boulevard/SR-70 Interchange Project?

RECOMMENDATION:

Commission staff recommends that the Commission approve the TCIF Project Baseline Agreements and establish these agreements as the basis for project delivery and monitoring.

BACKGROUND:

In accordance with the Commission's TCIF Guidelines, the projects' sponsoring agencies have provided executed Project Baseline Agreements. Commission staff reviewed the Project Baseline Agreements and determined that each agreement sets forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; is consistent with the Commission's TCIF Guidelines; and includes the required signatures.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.6
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE ROUTE 99 BOND PROGRAM AMENDMENT- ADD PELANDALE AVENUE INTERCHANGE PROJECT INTO THE PROGRAM AND APPROVE THE BASELINE AGREEMENT- RESOLUTION R99-P-1314-01**

ISSUE:

Should the California Transportation Commission (Commission) amend the State Route 99 (SR99) Bond Program by adding the *Pelandale Avenue Interchange Project* to the SR99 program at a cost of \$43.8 million in SR99 funds and approve the project Baseline Agreement?

RECOMMENDATION:

Commission staff recommends that the Commission:

- Approve the proposed SR99 Program Amendment to add into the SR99 program the *Pelandale Avenue Interchange Project*, and
- Approve the Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

BACKGROUND:

The Department of Transportation (Department), Stanislaus Council of Governments (StanCOG) and the City of Modesto propose to amend the SR99 program by including the *Pelandale Avenue Interchange Project* in the SR99 program and program \$43.8 million in SR99 funds to the project.

The *Pelandale Avenue Interchange* project is located in the City of Modesto. The project will reconstruct the SR99/*Pelandale Avenue* interchange from 0.75 mile south of *Pelandale Avenue* to 0.35 mile north of *Pelandale Avenue*. The project will also construct an auxiliary lane. The total cost of the project is estimated at \$56.835 million. The Department, StanCOG and the City of Modesto propose to program \$43.8 million from award savings realized in the SR99 program.

An executed Project Baseline Agreement has been provided. Commission staff reviewed the Project Baseline Agreement and determined that it sets forth the proposed project scope, measureable expected performance benefits, delivery schedule, and project budget and funding plan; is consistent with the Commission's SR99 Guidelines; and includes the required signatures.

The San Joaquin Valley Regional Planning Agencies support this amendment to the SR99 program (see attached letter).

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Kings County Association of Governments – 339 West D Street, Suite B – Lemoore CA 93245
Phone: 559-852-2654 – FAX: 559-924-5632

September 18, 2013

Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

**RE: State Route 99 Bond Savings Program Funding Allocation Request for the
Pelandale Avenue Interchange, Modesto CA**

Dear Mr. Boutros:

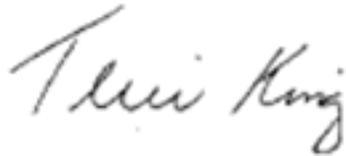
On behalf of the San Joaquin Valley Regional Planning Agencies' Directors' Committee, we are providing this transmittal requesting \$43.8 million in State Route 99 Corridor Bond Program cost savings to be programmed for the Pelandale Avenue Interchange project located in the City of Modesto, Stanislaus County.

The project completely reconstructs the obsolete Pelandale Avenue Interchange and is the largest transportation project in recent City history. The region's commuters, agricultural operations, and business owners are anxious to benefit from much needed relief to one the largest economic engines in the Central Valley.

The eight regional transportation planning agencies of the San Joaquin Valley have prioritized candidate projects for utilizing savings from the State Route 99 Corridor Bond Program. The Pelandale Avenue Interchange project is our top priority at this time.

We are encouraged by the leadership of the California Transportation Commission in understanding the importance of our regional transportation projects and very much appreciate your efforts in developing funding strategies to implement the Pelandale Avenue Interchange project, and other SR 99 Corridor Bond Program projects. Should you need any additional information, please contact me at (559) 852-2654.

Sincerely,



Terri King, Executive Director, Kings County Association of Governments
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

cc: Darius Assemi, CTC Commissioner

Kings County
Association of
Governments
Terri King
Chair

Kern
Council of
Governments
Ahron Hakimi
Vice Chair

Fresno Council of
Governments
Tony Boren

Madera County
Transportation
Commission
Patricia Taylor
Chair

Merced County
Association of
Governments
Marjorie Kirn

San Joaquin
Council of
Governments
Andrew Chesley

Stanislaus
Council of
Governments
Carlos Yamzon

Tulare County
Association of
Governments
Ted Smalley

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.10
Action

From: ANDRE BOUTROS
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1314-01**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program of projects in May 2010 (with amendments in September 2010 and March 2011). In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy. This June 2012 amendment included the programming of the Sacramento Intermodal Facility Improvements project.

Sacramento Regional Transit District (SacRT) proposes to amend the Sacramento Intermodal Facility Improvements project to program all PA&ED funds (\$1,752,000) in fiscal year 2013-14, and delay PS&E and Construction to 2016-17 and 2017-18 respectively. The delay is based on a worst case scenario assumption that a single environmental document will be prepared for the entire Green Line. If this is not the case, and separate documents can be done, the project can be delivered earlier.

SacRT is requesting a concurrent allocation of PA&ED.

RECOMMENDATION:

Staff recommends the Commission approve the amendment to the Sacramento Intermodal Facility Improvements project, in accordance with Resolution HST1A-P-1314-01.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and

allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program guidelines in February 2010. The initial program of projects was approved in May 2010, with amendments in September 2010, March 2011 and an amendment consistent with the HSR Business Plan blended strategy in June 2012.

RESOLUTION HST1A-P-1314-01

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting on October 8, 2013.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1314-01**

October 8, 2013
Item 4.10

Existing, Unchanged Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
NCTD		Positive Train Control	\$17,833	\$59,982	\$10,500	\$7,333			
SCRRRA		Positive Train Control	\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr.	Positive Train Control	\$9,800	\$9,800	\$9,800				
Caltrans/SCRRRA		Pacific Surfliner Positive Train Control	\$46,550	n/a	\$46,550				
Caltrans		Pacific Surfliner Positive Train Control	\$26,950	\$34,500	\$26,950				
Existing Program Subtotal			\$136,133	\$305,882	\$128,800	\$7,333			

2012-13 Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future	
ACE	Stockton Passenger Track Extension (Gap Closure)	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility.	\$10,974	\$24,895		\$10,974				
			\$4,000							\$4,000
			\$14,974							
LACMTA	Regional Connector Transit Corridor	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	\$114,874	\$1,366,100		\$114,874				
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	\$41,026	\$231,000		\$33,400	\$7,626			
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	\$57,855	\$151,754		\$57,855				
BART	Millbrae Station Track Improvement & Car Purchase	Lengthen track at Millbrae Station (cross platform connection to High-Speed Rail) for increased service and longer BART trains, and purchase new BART cars.	\$145,000	\$290,000						
			\$38,000							n/a
		Operations Central Control**	Segment of extension to Berryessa, construct new, larger capacity Operations Control Center	\$20,000				\$2,000	\$18,000	
		Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard	\$40,000				\$40,000		
		Future Programming		\$13,639					\$13,639	
			\$256,639							

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1314-01**

October 8, 2013
Item 4.10

2012-13 Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	\$61,308	\$1,578,300		\$61,308			
SCRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	\$88,707	\$202,899		\$88,707			
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	\$26,419	n/a		\$2,640	\$23,779		
SacRT	Sacramento Intermodal Facility Improvements** Future Programming	Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.	\$25,223	\$60,368			\$1,752	\$880	\$23,471
			\$4,942						\$4,942
			\$30,165						
Caltrans	Capitol Corr. Oakland to San Jose Track Improv., Ph 2* San Joaquin Merced to Le Grand Double Track, Seg 1	Construct a series of track improvements to permit an increase in service frequency between Oakland and San Jose from the current 7 weekday round trips to 11 weekday round trips consistent with the State Rail Plan and CCJPA's Vision Plan.	\$46,550	\$247,500				\$46,550	
		Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.	\$36,750	\$40,750		\$36,750			
			\$83,300						
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track San Joaquin Merced to Le Grand Double Track, Seg 1	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.	\$15,600	\$28,470					\$15,600
		see same project above by Caltrans	\$4,000	n/a		\$4,000			
			\$19,600						
New/Revised Programming Subtotal			\$794,867		\$0	\$414,308	\$254,357	\$64,550	\$61,652
Program Total			\$931,000		\$128,800	\$421,641	\$254,357	\$64,550	\$61,652

* Project includes less than 5% (\$1.5 million) of Prop 1A funds for pre-construction

** Project includes 10% of Prop 1A funds for pre-construction

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 4.13
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT
RESOLUTION ICR1B-P-1314-02, AMENDING RESOLUTION ICR1B-P-1314-01

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) consent to amend the Proposition 1B Intercity Rail Improvement Program (ICR1B) project list to add the Van Nuys North Platform Station Improvement Project (Van Nuys); delete the Commerce/Fullerton Triple Track – Segment 8 Project (Triple Track – Segment 8), reprogramming the Triple Track – Segment 8 funds to Van Nuys; and reprogram unallocated funds from the New Station Tracks at LA Union Station (New Station Tracks), and splitting these funds between the Van Nuys project and the Raymer to Bernson Double Track Project (Raymer).

ISSUE:

The Department requests that the following actions be taken with the ICR1B:

- Add the Van Nuys project.
- Delete the Triple Track – Segment 8 project funds of \$30,500,000 and reprogram these funds to the Van Nuys project for construction.
- Reprogram \$13,300,000 of unallocated funds from the New Station Tracks. Of these funds, program \$4,000,000 to the Van Nuys project for PS&E and \$9,300,000 to the Raymer project (\$6,500,000 for PS&E and the remaining funds to construction).

Van Nuys North Platform Station Improvements

Initial design and environmental clearance for the Van Nuys project has been funded through a Federal Railroad Administration (FRA) grant. Van Nuys is ready to proceed into final design. The project is to be funded with \$30.5 million from Triple Track – Segment 8 project and \$4 million from the New Station Tracks project. The Van Nuys project will improve travel times for Pacific Surfliner intercity passenger service. It will also generate cross modal benefits to the corridor's commuter and freight rail services and improve operational reliability.

Commerce/Fullerton Triple Track – Segment 8

The Triple Track – Segment 8 effort will complete all of the rail and signal contract work with BNSF Railway. The final segment became fully funded through cost savings and redirected Traffic Congestion Relief Program (TCRP) funds from the Valley View Grade Separation project. Segments 1 through 5 were funded through TCRP; Segment 6 was funded through the ICR1B program and Segment 7 was funded through a Federal Railroad Administration (FRA) grant. The programmed funds associated with this project are to be reprogrammed to the Van Nuys Station Project.

Los Angeles New Station Tracks

Phase 1 at Union Station is complete and Phase 2 will be completed by June 30, 2014. The remaining funds of \$13,300,000 are to be reprogrammed to the Van Nuys and Raymer projects.

Raymer to Bernson Double Track

Initial design and environmental clearance for the Raymer to Bernson Double Track project has been funded through a FRA grant.

Project budgets are shown in the tables below:

Van Nuys Station

Funding Source	PA&ED	PS&E	ROW	CON	TOTAL
Local	\$200,000				\$200,000
Federal	\$800,000	\$0	\$0	\$0	\$800,000
Proposition 1B	\$0	\$4,000,000	0	\$30,500,000	\$34,500,000
TOTAL	\$1,000,000	\$4,000,000		\$30,500,000	\$35,500,000

Raymer to Bernson Double Track

Funding Source	PA&ED	PS&E	ROW	CON	TOTAL
Local	\$391,000				\$391,000
Federal	\$1,564,000	\$0	\$0	\$0	\$1,564,000
Proposition 1B	\$0	\$6,500,000	0	\$10,300,000*	\$16,800,000
2015-16 STIP				\$63,500,000	\$63,500,000
TOTAL	\$1,955,000	\$6,500,000		\$73,800,000	\$82,255,000

(*There is \$7.5 million previously programmed for construction for the Raymer Project; combined with the \$2.8 million remaining from the Los Angeles Station Tracks project for a combined total of \$10.3 million for construction.)

The benefits of both the Van Nuys and Raymer projects are consistent with the ICR1B Program guidelines and the State’s intercity passenger rail goals for the corridors.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects.

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

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The necessary changes are reflected in strikethrough and bold underline in the revised Proposition 1B Intercity Rail Projects list.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)

Project/Description	Corridor	Funding Request
Procure New Rail Cars: ¹ Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
Commerce/Fullerton Triple Track - Segment 8: ¹ Construct third main track from MP 157.4 to MP 158.8	Pacific Surfliner, Metrolink	\$ 30,500,000 \$ 0
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 35,100,000 \$ 21,800,000
San Onofre to Pulgas Double Track Project – Phase 1: ¹ Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
Sacramento Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR fleet for passenger amenity, support of safety and security, and expand ADA compliance for on-train communications.	Capitol Corridor, San Joaquin	\$ 3,750,000
Raymer to Bernson Double Track: Construct double track from MP 453.1 to MP 446.8 in Los Angeles County.	Pacific Surfliner, Metrolink LAMTA	\$ 7,500,000 \$ 16,800,000
Van Nuys North Platform: Construct Second Platform in Los Angeles County.	Pacific Surfliner, LAMTA	\$ 34,500,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
SCRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
SUB-TOTAL ALL PROJECTS		\$ 392,157,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 7,843,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).
2. Bond Issuance Cost is 2 percent of the Bond amount.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)

Project/Description	Corridor	Funding Request
Procure New Rail Cars: ¹ Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
San Onofre to Pulgas Double Track Project – Phase 1: ¹ Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
Sacramento Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR fleet for passenger amenity, support of safety and security, and expand ADA compliance for on-train communications.	Capitol Corridor, San Joaquin	\$ 3,750,000
Raymer to Bernson Double Track: Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	\$ 16,800,000
Van Nuys North Platform Construct second platform at the Van Nuys station	Pacific Surfliner, LAMTA	\$ 34,500,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
SCRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
SUB-TOTAL ALL PROJECTS		\$ 392,157,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 7,843,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).

2. Bond Issuance Cost is 2 percent of the Bond amount.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

**Commission Advice and Consent
Proposition 1B Intercity Rail Capital Program Amendment**

**Resolution ICR1B-P-1314-02,
Amending Resolution ICR1B-P-1314-01**

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
- 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
- 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Passenger Rail Program; and
- 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
- 1.5 WHEREAS, the initial intercity rail Proposition 1B project list was approved at February 2008 Commission meeting; and
- 1.6 WHEREAS, the amended intercity rail Proposition 1B projects list includes \$392.2 million in intercity rail projects and \$7.8 million in bond issuance costs; and
- 1.7 WHEREAS, all projects on the attached amended Proposition 1B project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission does hereby provide its consent to the amended list of intercity rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 4.14
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **EUREKA NON-FREEWAY ALTERNATIVE PROJECT FUNDING POLICY -
RESOLUTION G-13-14, AMENDING RESOLUTION G-01-32**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Eureka Non-Freeway Alternative (ENFA) Project program to revise the project scope of Project 4a-Waterfront Drive Extension (PPNO 2069).

The Department also recommends that the Commission program the Broadway Street Intersection Improvements (PPNO 2372), which will meet the intent and include the benefits of, Project 6-Henderson/Harris Intersection Improvements, and Project 10-Widen Broadway from Herrick to 5th from the Eureka Non-Freeway Alternative Project Study in Humboldt County.

ISSUE:

The City of Eureka (City), Humboldt County (County) and the Humboldt County Association of Governments (HCAOG) propose the following:

- Revise Project 4a, Waterfront Drive Extension, (PPNO 2069), to eliminate the roadway extension work, lowering the project cost by \$1,492,000, from \$3,882,000 to \$2,390,000. Rename the project to Eureka Waterfront Trail Phase A (Del Norte to Truesdale), and revise the funding plan.
- Reprogram \$1,492,000 in ENFA funds from Project 4a to the Broadway Street Intersection Improvements, (PPNO 2372), which will meet the intent and benefits of Project 6 and Project 10 of the Eureka Non-Freeway Alternative Project Study.

BACKGROUND:

Eureka Non-Freeway Alternative Project Fund:

Resolution HRU-95-3 dated June 7, 1995 rescinded the Route 101 freeway located in the city of Eureka and authorized the Department to sell Right of Way previously acquired for freeway purposes and study alternative, non-freeway projects that would improve the safety and operation of Route 101 through the city of Eureka.

In September 1997, a study report was prepared by the Eureka Non-Freeway Alternative Projects Steering Committee, consisting of Caltrans District 1, the City, the County and HCAOG. This report, "Eureka Non-Freeway Alternative Project Study", identified a list of candidate projects (Attachment 1) that were prioritized by the steering committee while working with the public through a series of meetings.

Resolution G-00-17, dated June 15, 2000, programmed the 4th and 5th at "V" Improvements, Project 5, for \$2,150,000 from the ENFA Project Fund, leaving a balance of \$3,882,000. This project has been completed.

Resolution G-01-32, dated October 3, 2001, programmed the remaining ENFA funds to Waterfront Drive Extension, Project 4a, (PPNO 2069).

Waterfront Drive Extension (PPNO 2069):

This project was originally scoped to construct a two-lane extension of Waterfront Drive to the south from Del Norte Street to Truesdale, which would also include Class II bike lanes in both directions, a sidewalk and a separate Class I multi-use trail adjacent to the roadway.

In November 2001, the City received its initial allocation of \$250,000 in ENFA funds for the environmental phase. Since then, problems have developed in obtaining a California Coastal Commission (CCC) permit, which has resulted in numerous delays and has required the city to revise the project several times. To date, a total of \$950,000 has been allocated to the environmental phase, but without the concurrence from the CCC in the foreseeable future, moving forward with the current scope is not a viable option.

The City proposes to amend the project scope to an alternative which will still meet the intentions of the Eureka Non-Freeway Alternative Project Study and also comply with the CCC requirements. The revised project scope will eliminate the extension of the roadway and sidewalk but will still construct the Class I multi-use trail along Eureka's Waterfront. With this preferred alternative, there will be a \$2,692,000 savings in ENFA funds from the Right of Way (R/W) phase. This amendment reprograms \$1,200,000 from R/W to fully fund the construction phase in Fiscal Year (FY) 2015-16 and also shifts \$50,000 of R/W to FY 15-16. The remaining \$1,492,000 in ENFA funds are to be programmed to the Broadway Street Intersection Improvements project (PPNO 2372).

Broadway Street Intersection Improvements (PPNO 2372):

The Broadway Street Intersection Improvements Project will include the benefits and meet the intent of Project 6-Henderson/Harris Intersection Improvements, and Project 10-Widen Broadway from Herrick to 5th, of the Eureka Non-Freeway Alternative Project Study list. It will include signal work at 10 intersections along Broadway Street, (Highway 101) within the City. (Attachment 2)

Technology has advanced significantly since the development of this study. With the Adaptive Signal Control Technology (ASCT) being proposed for these intersections, it is anticipated that the issues along Broadway will be improved beyond what was originally planned. ASCT's are equipment added to existing signals requiring minimal environmental work and allowing for quick construction. It is designed to reduce vehicle stops, delays and travel times. It is also designed to reduce congestion and the potential for conflict, thus preventing accidents and increasing safety.

This amendment revises Resolution G-01-32 and programs the remaining \$1,492,000 ENFA funds as illustrated in the following tables:

Eureka Waterfront Trail Phase A project -Del Norte to Truesdale (PPNO 2069):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Humboldt	1	2069	280704	LA	2014-15								
Implementing Agency: (by component)	PA&ED	City of Eureka				PS&E	City of Eureka						
	R/W	City of Eureka				CON	City of Eureka						
RTPA/CTC:	Humboldt County Association of Governments												
Project Title:	Waterfront Drive Extension Eureka Waterfront Trail Phase A (Del Norte to Truesdale)												
Location	In Eureka, on Waterfront Drive from Del Norte Street to Hilker Lane Truesdale Street.												
Description:	Extend Waterfront Drive Construct approximately 6,150 lineal feet of Class 1 multi-use trail.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Eureka Non Freeway Alternative Project (ENFY) Fund													
Existing	3,882	3,882						2,742		950	190		
Change	(1,492)	(2,932)			190	1,250		(2,692)	1,200	0	0		
Proposed	2,390	950			190	1,250		50	1,200	950	190		
Total													
Existing	3,882	3,882			0	0		2,742	0	950	190		
Change	(1,492)	(2,932)			190	1,250		(2,692)	1,200	0	0		
Proposed	2,390	950			190	1,250		50	1,200	950	190		

Broadway Street Intersection Improvements (PPNO 2372):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Humboldt	1	2372		LCO	2014-15								
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		Humboldt County Association of Governments											
Project Title:		Broadway Street Intersection Improvements											
Location:		In the city of Eureka, along Broadway St. from 5th St. to north of Herrick Ave.											
Description:		Construct intersection improvements at 10 locations.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Eureka Non-Freeway Alternative Project (ENFA) Funds													
Existing	0							0	0				
Change	1,492				465	152	875	5	700	465	140	12	170
Proposed	1,492				465	152	875	5	700	465	140	12	170
Total													
Existing	0				0	0	0	0	0	0	0	0	0
Change	1,492				465	152	875	5	700	465	140	12	170
Proposed	1,492				465	152	875	5	700	465	140	12	170

The Eureka Non-Freeway Alternative Project funds Summary:

Title	Proj. #	PPNO	Current	Proposed	Allocated
Waterfront Drive Extension project	4a	2069	\$3,882,000	\$2,390,000	\$950,000
Broadway Street Intersection Improvements		2372		\$1,492,000	
Henderson/Harris Intersection Improvements	6				Combined under PPNO 2372
Widen Broadway from Herrick to 5 th	10				
			\$3,882,000	\$3,882,000	Total

RESOLUTION G-13-14

Be it resolved, that the California Transportation Commission does hereby amend the Eureka Non-Freeway Alternative Project Funding Policy in accordance with the changes described above.

Be it further resolved, that the balance in the Eureka Non-Freeway Alternative Project Fund is \$0 and entirely programmed to the above projects.

Attachments

TABLE 1
TOP 11 CANDIDATE PROJECTS

	PRIORITY NUMBER	PROJECT NUMBER (PPNO)	PROJECT DESCRIPTION	COST (MILLIONS)
Group 1	1	5 (2044)	4TH & 5TH at "V" Improvements (Projected completed)	\$1.1
	2	6	Henderson/Harris Intersection Improvements (Addressed under PPNO 2372)	2.3
	2	(2372)	Broadway Street Intersection Improvements	\$1.49
	3	4a (2069)	Waterfront Drive: Del Norte to Truesdale Eureka Waterfront Trail Phase A (Del Norte to Truesdale)	\$5.3 \$2.39
	4	3a	Extend 6th Across Eureka Slough	\$8.4*
	5	3	Extend 6th Across Eureka Slough, Extend Harrison Avenue North to 6th	12.4**
Group 2	6	10	Widen Broadway From Herrick to 5th, Adding Through-Lanes (Addressed under PPNO 2372)	\$28.7 **
	7	1	Realign 5th at Rand 6th at Myrtle	\$2.0
	8	7	Extend T Street South, Connecting to 7th at Myrtle	\$0.6
	9	8	Bridge Humboldt Bay Between South Eureka and the Samo	\$25.2 **
	10	9	Bike Route Between Del Norte and Hilfiker Near Railroad Alignment	\$0.2
	11	2	Extend Waterfront Drive: T to Y	\$3.1

* Proposed for programming in 1998 STIP cycle (separate funding source).

** Cost beyond limit of available funding.

NOTE: Table 1 reproduced from Eureka Non-Freeway Alternative Projects Study report, Page 12. EA33040K, Dated September 1997.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.4c.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

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

Subject: **AIRSPACE LEASE – REQUEST TO DIRECTLY NEGOTIATE WITH GERMAN MOTORS
INC DBA BMW OF SAN FRANCISCO**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a request to directly negotiate a 15-year lease with the German Motors Corporation (SF BMW) for a freeway lease area (FLA) that SF BMW has been leasing on a short term basis from the Department. The lease would include an annual escalation as well as lease rate re-evaluations every five years. The initial lease rate will be at fair market value as determined by an appraisal performed by the Department's District staff.

BACKGROUND:

The FLA, SF-80-08, is a 22,887 square-foot irregularly shaped lot located under State Route 80, an elevated freeway structure in the city of San Francisco (City) adjacent to Harrison Street between Seventh and Eighth Streets, as shown in Exhibit A.

German Motors Corp (SF BMW)

SF BMW employs 75 people at its dealership body shop, accounting, and administrative offices located across Harrison Street, from the FLA and uses the FLA for employee parking. SF BMW first leased the FLA in 2008, has been the successful bidder at subsequent oral bid public auctions, and continues to currently lease the FLA in good standing.

SF-80-08 Property Condition

The FLA requires age-related maintenance repairs in excess of \$100,000. The lot is not properly graded, which causes severe pooling of rainwater, thus limiting the parking lot's usability during wet weather conditions. Also, the existing paving is dated, crumbling, and in need of re-paving; the original chain link fencing is overgrown with vegetation and requires repair; and the lot is not safe after dark due to limited visibility and no lighting. SF BMW is prepared, at its own cost, to correct the grading, install area lighting, and perform the necessary deferred maintenance.

Harrison Street Location

SF BMW occupies the majority of the city block across from the FLA, and is the largest employer in this neighborhood of mixed residential and commercial uses. SF BMW is the largest potential user due to the ready availability of on-street parking to satisfy local demand.

Directly Negotiated Long Term Lease Benefits to the State

- Entering into a directly negotiated long-term lease with a prominent high-end business such as SF BMW is the most beneficial method for the Department to implement necessary but expensive long-term maintenance repairs, ensure quality improvements, and guarantee tenant motivation to maintain the improvements in first class condition. The Department has no budget to maintain or improve its airspace properties.
- Directly negotiating a long-term lease with a tenant that will be using the airspace site for private no fee parking, like SF BMW, decreases the risk that the airspace site will remain vacant for months due to annual permitting related issues. Recent changes in public parking regulations by the City have substantially increased the costs of obtaining annual public parking permits, and require an eight-week processing and formal hearing period during which Department properties must remain vacant. Private no-fee parking uses do not require public parking permits.
- The Department would receive rent based on the properties' highest and best use as employee parking instead of the typical general public parking use. General public parking supports a lower rental rate due to the "middle-man" parking operator profit, the added expense of the City's 25 percent public parking tax, and the new costly permitting requirements.

SUMMARY:

The ability to directly negotiate with SF BMW is in the best interest of the Department for the reasons stated above. SF BMW is a prominent downtown City business and has been a reliable and conscientious Department tenant. The FLA requires certain expensive repairs and the Department does not have the budget to make these necessary repairs. SF BMW is prepared to make the required repairs and construct a number of aesthetic improvements that will benefit the Department and the surrounding neighborhood. Such repairs and improvements are not financially feasible without the tenant's ability to amortize the costs over a longer term. A 15-year lease would allow the Department to receive fair market rent for an extended period of time with the ability to increase rent as the market changes, and would allow for the required repairs. A well-respected local business, such as SF BMW, is much more motivated to demand quality improvements and better maintain the improvements over the life of the lease term, than is a generic public parking business that would be the typical tenant for such a site.

Attachments:

Exhibit A: SF-80-08 location maps and photos

Exhibit B: Location photos

EXHIBIT A



Looking northeast at Harrison and Chesley Streets. Lot entrance is visible on Chesley St.

EXHIBIT B



Harrison St looking north



Harrison St looking south

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.19
Action

From: ANDRE BOUTROS
Executive Director

Subject: **PROPOSED FY 2014-15 ALLOCATION SET-ASIDE FOR THE PUBLIC UTILITIES COMMISSION RAILROAD GRADE CROSSING PROTECTION MAINTENANCE PROGRAM, RESOLUTION G-13-15**

ISSUE:

Should the Commission support the Public Utilities Commission's (PUC) request (Attachment A) to increase the allocation set-aside for the Railroad Grade Crossing Maintenance Program in the FY 2014-15 State Budget from \$2 million to \$3.765 million?

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution G-13-15 (Attachment B) supporting only \$2 million for the Railroad Grade Crossing Maintenance Program in the FY 2014-15 Budget.

Public Utilities Code Section 1231.1 permits the Commission to increase the set-aside amount for the Railroad Grade Crossing Maintenance Program. While the Commission has increased the set-aside for the last five years, to \$2 million from the statutorily required \$1 million minimum, State Highway Account revenues directed to the Railroad Grade Crossing Maintenance Program means less for State Highway Operation and Protection Program (SHOPP) projects.

Although it is important to maintain grade crossing protection devices at the interface of road/rail transportation systems, the Commission must consider all programs under its purview.

BACKGROUND:

The Automatic Grade Crossing Protection Maintenance Fund was established in 1965 by the State Legislature to pay the local share of the cost for maintaining automatic grade crossing protection devices installed by the railroad corporations after October 1, 1965. The local share represents only 50% of the total project cost; the other 50% is borne by the railroad corporations. This 50-50 payment split presumes that rail and highway users equally share the crossing and should therefore equally share the cost of maintaining the crossing devices.

Initially, annual appropriations of \$1 million for maintenance of warning devices was sufficient to cover all claims filed by the railroad and street railroad corporations. In 1973, changes to the federal grade crossing protection funding program resulted in increased installations and upgrading of automatic grade crossing protection devices. Consequently claims began exceeding the funds available from 1977 onward. Consistent with the claims made over the last five years, the claims for FY 2014-15 are expected to be about \$3.765 million for approximately 2,700 crossings, but the reimbursement of claims would be limited to the amount recommended for allocation by the Commission.

Attachments

SED/RCES/EJH/PWK/DAR/AGG/MKP/MC1/vdl Date of Issuance 9/6/2013

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety and Enforcement Division Rail Transit and Crossings Branch Rail Crossings Engineering Section	San Francisco, California September 5, 2013 Resolution SX-107
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RESOLUTION

RECOMMENDATION TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR INCREASED FUNDING TO BE SET ASIDE FOR MAINTAINING AUTOMATIC GRADE CROSSING PROTECTION DEVICES UNDER PUBLIC UTILITIES CODE SECTION 1231.1

SUMMARY

This resolution recommends that, for the 2014-2015 fiscal year, the California Transportation Commission allocate the sum of \$3,765,000 for the purpose of paying the local government's share of the cost of maintaining automatic grade crossing warning devices.

BACKGROUND

The Grade Crossing Protection Maintenance Fund was established by the Legislature in 1965 to pay railroad corporations the local government's share of the cost of maintaining automatic railroad crossing warning devices installed or upgraded after October 1, 1965. Public Utilities Code Section 1231.1 requires the Department of Transportation (Caltrans) to set aside a minimum of \$1,000,000 for the payment of those costs.

In 1988, an amendment to Public Utilities Code Section 1231.1¹ was enacted which specifies that the Public Utilities Commission (PUC) may recommend a sum greater than \$1,000,000 be set aside if it finds that the \$1,000,000 is not

¹ AB 3065, (Polanco) September 29, 1988.

sufficient due to an increase in the number of grade crossing warning devices or an increase in the cost of maintenance of those devices. The specific amount of the total allocation shall be determined by the California Transportation Commission (CTC.)

DISCUSSION

When the automatic grade crossing protection maintenance fund was first established in 1965, the maximum annual allocation of \$1,000,000 was sufficient to cover all claims filed by railroad and street railroad corporations. However, the increase in the number of crossing warning devices and the increase in the cost for maintaining these devices caused claims to exceed the funds available for calendar year 1977 and thereafter.

The railroads perform the required maintenance during a given calendar year, and then file a claim with the PUC for reimbursement of the local government’s share of the maintenance costs. The PUC verifies the claims and forwards valid claims to Caltrans for payment. These claims are paid from the allocation made by the CTC in the Caltrans budget. Claims and payments for the past five years were as follows:

CY *	FY*	No. of crossings	Total Claims (\$)	Total Paid (\$)
2008	08-09	2,702	3,807,599	2,000,000
2009	09-10	2,710	3,829,679	2,000,000
2010	10-11	2,690	3,804,459	2,000,000
2011	11-12	2,667	3,778,156	2,000,000
2012	12-13	2,655	3,763,433	2,000,000

*CY-Calendar Year

*FY-Fiscal Year

The maintenance fund costs and respective claims for calendar year 2014 (FY 2014-2015) are expected to be significantly higher than the \$2,000,000 the CTC allocated for FY 2013-2014. Based on the previously submitted maintenance claims and the numbers and types of warning devices eligible, an allocation of

\$3,765,000 will be needed for the 2014-2015 FY and would constitute the minimum amount necessary for that maintenance.

NOTICE

On August 1, 2013, this Resolution was published in the California Public Utilities Commission's (Commission) Daily Calendar.

COMMENTS

The draft resolution of the Safety and Enforcement Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(c) of the Commission's Rules of Practice and Procedure. No comments were received.

FINDINGS

The Commission staff has reviewed the amount needed to be allocated pursuant to Public Utilities Code Section 1231.1 and finds that an amount of \$1,000,000 will be insufficient and finds, instead, that an allocation of \$3,765,000 is the minimum amount necessary for allocation to the Grade Crossing Protection Maintenance Fund for FY 2014-2015.

Therefore, in accordance with Public Utilities Code Section 1231.1, the Commission staff finds that the PUC should recommend to the CTC that a sum of \$3,765,000 be allocated for the 2014-2015 FY for the purpose of paying to railroad or street railroad corporations the share of the costs to cities and counties of maintaining automatic grade crossing protection/warning devices. The Commission staff recommends that this Resolution be adopted.

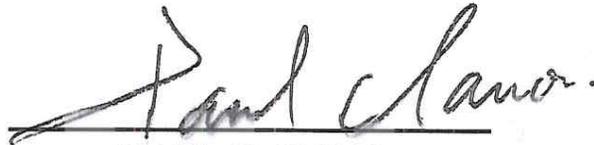
THEREFORE, IT IS ORDERED THAT:

The Public Utilities Commission recommends to the California Transportation Commission that a sum of \$3,765,000 be allocated for the 2014-2015 fiscal year for the purpose of paying to railroad corporations the share of the costs of cities

and counties for maintaining automatic grade crossing protection/warning devices pursuant to Public Utilities Code Section 1231.1.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the California Public Utilities Commission at its regularly scheduled meeting on September 5, 2013. The following Commissioners voted favorably thereon:



PAUL CLANON
Executive Director

MICHAEL R. PEEVEY

President

CATHERINE J.K. SANDOVAL

MARK J. FERRON

CARLA J. PETERMAN

Commissioners

Commissioner Michel Peter Florio, being necessarily absent, did not participate.

**CALIFORNIA TRANSPORTATION COMMISSION
California Public Utilities Commission
Railroad Grade Crossing Protection Maintenance Program
Allocation Set-Aside for \$2 Million in FY 2014-15**

Resolution #G-13-15

- 1.1 WHEREAS, the Automatic Grade Crossing Protection Maintenance Fund was established by the Legislature in 1965 (Public Utilities Code Section 1231.1) to pay the local share of the cost of maintaining automatic grade crossing protection devices installed by railroad corporations after October 1, 1965; and
- 1.2 WHEREAS, since 1967 a minimum of \$1 million per year has been appropriated by the State Legislature and allocated by the California Transportation Commission to the California Public Utilities Commission (CPUC) for its Railroad Grade Crossing Protection Maintenance Program; and
- 1.3 WHEREAS, in 1973 the federal law changed, which resulted in the increased installation and upgrading of automatic grade crossing protection devices; and
- 1.4 WHEREAS, the total claims submitted by the railroad corporations have substantially exceeded the \$1 million cap since 1977; and
- 1.5 WHEREAS, the anticipated claims to be submitted to the CPUC for FY 2014-15 are estimated to be about \$3.765 million, which exceeds the annual \$1 million required allocation set-aside by \$2.765 million; and
- 1.6 WHEREAS, the Commission considered the revenues in the State Highway Account, as well as programs funded through the State Highway Account.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission supports a \$2 million allocation set-aside in the FY 2014-15 Budget for the PUC Railroad Grade Crossing Protection Maintenance Program, rather than the PUC-recommended allocation set-aside of \$3.765 million.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.20
Information

From: ANDRE BOUTROS
Executive Director

Subject: **PRESENTATION OF THE DRAFT FISCAL YEAR (FY) 2012-13
ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM**

Under Streets and Highways Code Section 164.56(e), the California Transportation Commission (Commission) is charged with the responsibility of funding an annual Environmental Enhancement and Mitigation (EEM) Program as scored and prioritized by the California Natural Resources Agency (Resources Agency) in accordance with the funding level provided in the State Budget.

The Fiscal Year (FY) 2012-13 State Budget provided \$10 million for the EEM Program.

THE 2012-13 EEM PROGRAM:

For FY 2012-13, the Resources Agency evaluated 76 grant applications and recommends that the Commission approve 37 projects identified on the attached list of "Projects Recommended for Funding".

Specifically, the Resources Agency recommends funding 17 projects in the north for \$4,098,898 and 20 projects in the south for \$5,901,102, for a FY 2012-13 EEM Program total of \$10,000,000.

Each project recommended for funding must provide (1) evidence of environmental clearance prior to adoption and (2) potential for allocation at the December 2013 Commission meeting or the project is subject to removal from the list.

The second attachment is the Substitution List prepared by the Resources Agency. The list is divided between Northern and Southern Counties. The Northern Counties Substitution Projects section includes 6 projects displayed in priority order for substitution should any of the northern county projects on the Recommended for Funding list be unable to proceed at this time. The Southern Counties Substitution Projects section includes 3 projects displayed in priority order for substitution should any of the southern county projects on the Recommended for Funding list be unable to proceed at this time.

BACKGROUND:

Under EEM statutes, the Resources Agency is responsible for developing and adopting procedures and criteria; evaluating grant proposals; submitting a list of ranked projects recommended for funding; and finding that the projects are eligible for funding under Article XIX of the State Constitution. The Resources Agency's procedures and criteria contain a detailed, quantitative scoring mechanism that is used to evaluate and rank projects in priority order by assigning point scores to each project. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40% of the total amount recommended to projects in the northern counties and 60% of the total amount to projects in southern counties.

The EEM Program is designed to undertake "environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities". EEM projects must provide environmental enhancements and mitigation over and above what is otherwise called for under the California Environmental Quality Act (CEQA) of 1970 or the National Environmental Policy Act (NEPA) of 1969.

The general categories of EEM projects eligible for funding are:

- Highway Landscape and Urban Forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects may be within or outside the right-of-way of the related transportation facility. Projects within the right-of-way, however, are not intended to supplant or augment highway landscaping that would normally be funded by the responsible public agency. Any planting within public road rights-of-way shall be limited to trees only.
- Resource Lands acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way, acquired for proposed transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams, or other areas containing fish or wildlife habitat. Enhancement of resource lands may include the restoration of wildlife corridors.
- Roadside Recreational acquisition and/or development of roadside recreational opportunities, including roadside rests, scenic overlooks, trails, trailheads, sno-parks, and parks.

Any local, state or federal agency or nonprofit entity may apply for and receive grants under the EEM Program. The applicant is not required to be a transportation organization but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a joint project.

Attachments

2012-13 Environmental Enhancement and Mitigation Program

PROJECTS RECOMMENDED FOR FUNDING (37 PROJECTS)				
CAT	CO	APPLICANT	PROJECT NAME	AWARD
HLUF	SCL	Our City Forest	Green & Healthy San Jose Neighborhoods	\$ 182,160
MP	BUT	Butte County Department of Public Works	Ord Ferry Bridge Bat Colony Restoration	\$ 30,320
MP	BUT	Chico, City of	Phase III Bikeway 99 / State Route 32 Widening Interface	\$ 350,000
RL	YUB	Bear Yuba Land Trust	Yuba River: Black Swan Riparian Expansion Resources Land Acquisition	\$ 185,000
RL	CC	Contra Costa Resource Conservation District	Pinole Creek Fish Passage Enhancements at I-80 Culverts	\$ 350,000
RL	HUM	Friends of the Dunes	Coastal Habitat Conservation through Acquisition	\$ 86,820
RL	HUM	Humboldt Bay Harbor Recreation and Conservation District	Humboldt Bay Spartina Eradication	\$ 180,000
RL	MEN	Mendocino County Resources Conservation District	Denmark Creek Fish Barrier Removal and Riparian Enhancement, Phase II	\$ 84,354
RL	SHA	Pacific Forest Trust, Inc.	Hancock McCloud Working Forest Conservation Easement	\$ 350,000
RL	SON	Sonoma County Water Agency	Lower Adobe Creek Habitat Enhancement and Restoration	\$ 145,671
RL	MER	Trust For Public Land	Kelsey Ranch Conservation Easement	\$ 450,000
RL	TUO	Tuolumne County Land Trust	Ratto Ranch Conservation Easement Acquisition	\$ 350,000
RR	CC	East Bay Regional Park District	Point Pinole, Shoreline Access Improvements	\$ 304,739
RR	HUM	Humboldt Trails Council	Lacks Creek Recreational Trail System	\$ 269,834
RR	SM	San Mateo Department of Public Works and Parks, County of	Devil's Slide Trail	\$ 270,000
RR	SON	Sonoma-Marin Area Rail Transit District	SMART Pathway - Sonoma County Southwest Blvd. to Golf Course Drive	\$ 160,000
RR	PLA	Tahoe City Public Utility District	Homewood Bike Trail Project	\$ 350,000
			SUBTOTAL - 17 NORTHERN PROJECTS (40% total funding)	\$ 4,098,898
HLUF	LA	Amigos de los Rios	Emerald Necklace Expanded Green Infrastructure Network: East County Los Angeles	\$ 350,000
HLUF	ORA	Irvine, City of	Alton Parkway Landscape Enhancement	\$ 350,000
HLUF	LA	Koreatown Youth & Community Center, Inc.	Expo Line Neighborhood Forestation	\$ 150,000
HLUF	SD	River Partners	Proctor Valley Habitat Restoration	\$ 349,361
HLUF	TUL	Visalia, City of	Growing Visalia's Urban Forest	\$ 266,437
MP	SB	Carpenteria, City of	Community Garden and Park Mitigation	\$ 350,000
RL	SD	Chaparral Lands Conservancy	Proctor Valley Vernal Pool Restoration	\$ 349,994
RL	RIV	Coachella Valley Conservation Commission	NCCP Blowsand Ecosystem Conservation	\$ 125,000
RL	SD	Friends of Famosa Slough	Acquisition of the Lichy Property at the Famosa Slough	\$ 282,825
RL	LA	Mountains Recreation and Conservation Authority	Malibu Creek Resource Lands Acquisition	\$ 350,000
RL	VEN	Nature Conservancy, The	Tierra Rejada Wildlife Linkage and Farm Conservation Easements	\$ 350,000
RL	LA	Santa Clarita, City of	Southern Boundary Wildlife Corridor Conservation	\$ 350,000
RL	SBD	Trust for Public Land	Coyote Valley Acquisition	\$ 317,500
RL	VEN	Ventura County Transportation Commission	Santa Clara River Riparian Enhancement	\$ 350,000
RR	SBD	Big Bear Lake, City of	Knickerbocker Channel Multi-Use Trail	\$ 350,000
RR	SLO	Land Conservancy of San Luis Obispo	Roadside Recreation at the Octagon Barn Center in San Luis Obispo	\$ 263,538
RR	LA	Los Angeles Conservation Corps	Wiseburn Walking Path/Trail	\$ 349,990
RR	SD	San Diego County Public Works Dept.	Barnett Ranch Preseve Enhancement	\$ 175,000
RR	LA	San Marcos, City of	North Twin Oak Valley Urban Trail	\$ 350,000
RR	SBD	Yucaipa, City of	El Dorado Ranch Wildlands Park	\$ 121,457
			SUBTOTAL - 20 SOUTHERN PROJECTS (60% total funding)	\$ 5,901,102
TOTAL RECOMMENDED PROGRAM				\$ 10,000,000

2012-13 Environmental Enhancement and Mitigation Program

SUBSTITUTION LIST (9 PROJECTS)

CAT	CO	APPLICANT	PROJECT NAME	AWARD
RL	HUM	Friends of the Dunes	Coastal Habitat Conservation through Restoration	\$ 310,719
RL	MEN	Mendocino County Resources Conservation District	Johnson Ranch Gully Rehabilitation Project	\$ 85,806
RR	NEV	Truckee, Town of	Truckee River Legacy Trail Phase 3B Trailhead	\$ 214,000
RR	SCL	San Jose, City of	Coyote Creek Trail (Tasman Drive Light Rail to Montague Expressway)	\$ 350,000
RR	SHA	Redding, City of	Riverside Drive Trail Connection	\$ 350,000
RR	SHA	Redding Community Services Department, City of	Henderson and Parkview Open Space Improvements	\$ 350,000
			SUBTOTAL - 6 NORTHERN SUBSTITUTE PROJECTS	\$ 1,660,525
HLUF	LA	North East Trees	Ascot Hills Park Planting Project	\$ 350,000
HLUF	LA	Los Angeles Conservation Corps	I-5 Corridor Model Community Urban Reforestation	\$ 349,487
RR	LA	Trust for Public Land	Aliso Creek Confluence Project	\$ 350,000
			SUBTOTAL - 3 SOUTHERN SUBSTITUTE PROJECTS	\$ 1,049,487
			TOTAL SUBSTITUTION LIST	\$ 2,710,012



EDMUND G. BROWN JR., Governor
JOHN LAIRD, Secretary for Natural Resources

August 30, 2013

Andre Boutros
Executive Director
California Transportation Commission
P.O. Box 942874, MS 52
Sacramento, CA 94274-0001



Dear Mr. Boutros:

The Natural Resources Agency has evaluated the 2012-13 Environmental Enhancement and Mitigation Program (EEMP) grant applications. These applications are listed on the attached funding recommendations lists.

Projects on the Recommended for Funding List meet the requirements of Section 164.56(d) of the Streets and Highways Code and contribute to the mitigation of the environmental effects of transportation facilities.

The Natural Resources Agency recommends that the projects on the Recommended for Funding List be authorized to receive immediate funding. These recommendations were determined by a multi-disciplined evaluation team that reviewed each application and visited each site. The list contains 37 projects with a total value of \$10 million.

There are nine eligible and fundable projects on the Substitution List this cycle, should one of the projects recommended for funding be unable to fulfill their commitment.

If you have any questions about the recommended projects or the process used to evaluate them, please call Laurie Heller, EEMP Coordinator, at (916) 651-7593 or contact her by email at laurie.heller@resources.ca.gov.

Sincerely,


John Laird
Secretary for Natural Resources

Enclosures

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.1a./2.6e.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM PROJECT AMENDMENT / FINANCIAL ALLOCATION AMENDMENT**
RESOLUTION TAA-13-01, AMENDING RESOLUTION TAA-10-06
RESOLUTION TFP-13-03, AMENDING RESOLUTION TFP-07-07 AND
RESOLUTION TFP-06-09

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission approve a project and an allocation amendment for Traffic Congestion Relief Program (TCRP) Project 74.9 (PPNO 2006), amend the allocation for Project 84 (PPNOs 0260 and 0260F), and re-allocate the allocation savings from Project 84 to Project 74.9; both projects are located in San Diego County.

ISSUE:

The Department and the San Diego Association of Governments (SANDAG) propose to amend TCRP Project 74.9, Pacific Surfliner - Santa Margarita River Bridge and Double Track and TCRP Project 84, Route 52 - Four miles of new six-lane freeway to Santee, Mission Gorge to Route 67, to program an additional \$1,300,000 in TCRP funds for the construction phase on Project 74.9 and to de-allocate \$1,300,000 in savings from the Right of Way (R/W) phase on Project 84 and redistribute to the construction phase on Project 74.9.

BACKGROUND:

The State Route 52 project (TCRP Project 84) consists of a new six-lane freeway extension to the City of Santee, extending the existing Route 52 freeway from Route 125 to Route 67. The project encompasses multiple construction contracts and extensive R/W acquisitions. The project is substantially complete, with three landscape mitigation projects in the construction phase. Of the \$45 million in TCRP funds previously allocated for R/W activities on the project, approximately \$43.7 million has been expended, leaving \$1.3 million in savings. SANDAG proposes to de-allocate the \$1.3 million and redistribute the savings to TCRP Project 74.9 for construction activities.

The original programming capacity for TCRP Project 74 is \$47 million. Project 74 includes several sub-projects along the Pacific Surfliner intercity rail line in San Diego County to improve reliability and on-time performance. The Commission has approved the programming of 11 sub-projects totaling \$45.47 million, leaving a programming capacity of \$1.53 million.

One of the sub-projects, TCRP Project 74.9 - Santa Margarita River Bridge and Double Track project (PPNO 2006), received an allocation of \$23 million in November 2007. Although construction began on schedule, numerous unforeseen events led to a delay in the construction schedule and the need for a budget increase. The discovery of additional contaminated soil; the need to procure and install additional pile lengths for a number of bridge foundation piles; breaches to the cofferdam for a bridge column foundation; a partial false work failure requiring removal and reconstruction of the entire bridge superstructure; and the impacts of extreme adverse weather to the project all resulted in an additional 12-month delay to the last approved construction schedule. The delay also resulted in a cost increase of \$3 million of which \$1.3 million would be funded from TCRP and \$1.7 million from local fund sources.

The program capacity increase of \$1.3 million to TCRP Project 74.9 comes from the \$1.53 million not yet programmed from the original \$47 million capacity for Project 74.

The allocation increase of \$1.3 million to TCRP Project 74.9 is funded from the allocation savings from TCRP Project 84 re-allocated to TCRP 74.9. This allocation will fully fund this sub-project of the Pacific Surfliner.

The proposed revisions are shown as follows.

REVISES: TCRP 74.9, PACIFIC SURFLINER - SANTA MARGARITA BRIDGE AND DOUBLE TRACK PROJECT (PPNO 2006)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor				
San Diego	75	2006	R906	RAIL	2007-08	222.8	225.3					
Project Component Completion (FY)		PA&ED	FY 2005-06			PS&E	FY 2008-09					
		R/W	NA			CON	FY 2012-13 FY 2013/14					
RTPA/CTC:		San Diego Association of Governments										
Project Title:		Replace Santa Margarita Bridge and Double Track										
Location		In San Diego, within the boundaries of Pendleton USMC Base & Oceanside, at the Santa Margarita River Br.										
Description:		Replace single track bridge with new double track bridge; add second track at each end for total new 2.5 mi. segment.										
(DOLLARS IN THOUSANDS)												
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp
IIP												
Existing	3,487	3,487							500	2,987		
Change	0	0							0	0		
Proposed	3,487	3,487							500	2,987		
Prop 1B - PTMISEA												
Existing	16,206	16,206						16,206				
Change	0							0				
Proposed	16,206	16,206						16,206				
TCRP (Committed)												
Existing	23,007	23,007						23,007				
Change	1,300	1,300						1,300				
Proposed	24,307	24,307						24,307				
Total												
Existing	42,700	42,700						39,213	500	2,987		
Change	1,300	1,300						1,300	0	0		
Proposed	44,000	44,000						40,513	500	2,987		

RESOLUTION TAA-13-01 AND RESOLUTION TFP-13-03

Be it Resolved, with all conditions stipulated still in effect, that the California Transportation Commission hereby amends the project applications for Traffic Congestion Relief Program Project 74.9 and Project 84 to reflect the changes described above and illustrated in the attached document.

Be it Further Resolved, that the California Transportation Commission hereby approves corresponding allocation amendments in accordance with the attached vote box; and

Be it Further Resolved, that the projects, as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation; and

Reimbursement of eligible costs are subject to the policies, restrictions and assurances as set forth in the Commission’s policy for allocating, monitoring, and auditing Traffic Congestion Relief Program projects, and are governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the California Department of Transportation.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type								
2.6e Traffic Congestion Relief Program Allocation Amendment		Resolution TFP-13-03 Amending Resolution TFP-06-09 and Amending Resolution TFP-07-07 Resolution TAA-13-01 Amending Resolution TAA-10-06									
1 (\$1,300,000) California Department of Transportation 11 – San Diego	Project #84.0 – Route 52 - Four miles of new six-lane freeway to Santee, Mission Gorge to Route 67 in San Diego County (PPNOs 0260 and 0260F) <u>Amend TFP-06-09 to reduce Right of Way allocation by \$1,300,000, from \$45,000,000 to \$43,700,000 and transfer \$1,300,000 to Project 74.9 for construction.</u>	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.20.710.010	(\$1,300,000)								
	<table border="1"> <thead> <tr> <th>Phase</th> <th>Allocation Amount</th> <th>Transfer</th> <th>Amended Amount</th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>\$45,000,000</td> <td>(\$1,300,000)</td> <td>\$43,700,000</td> </tr> </tbody> </table>	Phase	Allocation Amount	Transfer	Amended Amount	Construction	\$45,000,000	(\$1,300,000)	\$43,700,000		
Phase	Allocation Amount	Transfer	Amended Amount								
Construction	\$45,000,000	(\$1,300,000)	\$43,700,000								
	<u>Output/Outcome:</u> The new Route 52, connecting from Route 125 to Route 67 will reduce congestion on Interstate 8.										
2 \$1,300,000 San Diego Association of Governments 11 – San Diego	Project #74.9 – Pacific Surfliner - Santa Margarita River Bridge and Double Track (PPNO 2006) <u>Amend TFP-07-07 to receive transfer of \$1,300,000 from Project 84.0 for construction.</u>	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.20.710.010	\$1,300,000								
	<table border="1"> <thead> <tr> <th>Phase</th> <th>Allocation Amount</th> <th>Transfer</th> <th>Amended Amount</th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>\$23,007,000</td> <td>\$1,300,000</td> <td>\$24,307,000</td> </tr> </tbody> </table>	Phase	Allocation Amount	Transfer	Amended Amount	Construction	\$23,007,000	\$1,300,000	\$24,307,000		
Phase	Allocation Amount	Transfer	Amended Amount								
Construction	\$23,007,000	\$1,300,000	\$24,307,000								
	<u>Output/Outcome:</u> Provide a 4.5-mile segment of continuous double track allowing for maximum speeds between 75 and 90 miles per hour.										

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5b.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-13-17

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$40,786,000 for seven projects programmed in the 2012 State Highway Operation and Protection Program (SHOPP) and \$6,594,000 for three additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 10 SHOPP projects totaling \$47,380,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$47,380,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890, for 10 SHOPP projects described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-13-17				
1 \$6,600,000 El Dorado 03-ED-50 30.7/31.7	Near Pollock Pines, 11 miles east of Placerville at Sly Park Road Undercrossing No. 25-42. <u>Outcome/Output:</u> Replace bridge to maintain structural integrity, reduce risk to lives and properties, and to comply with the Bridge Inspection Report recommendation.	03-3291 SHOPP/13-14 \$6,700,000 0300000072 4 0F2204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$132,000 \$6,468,000
2 \$16,853,000 Contra Costa 04-CC-680 22.7/24.8	Near Marina Vista, at the Mococo Overhead Bridge and the southbound Mococo off-ramp. <u>Outcome/Output:</u> Retrofit bridge and replace off-ramp structure to maintain structural integrity, reduce risk to lives and properties and improve public safety.	04-0303B SHOPP/13-14 \$16,870,000 0400000967 4 3A8704	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.113	\$337,000 \$16,516,000
3 \$2,102,000 San Francisco 04-SF-Var Var	In San Francisco and Santa Clara Counties on various routes and various locations. <u>Outcome/Output:</u> Construct Americans with Disabilities Act (ADA) curb ramps and associated ADA improvements to comply with the ADA standards.	04-0273M SHOPP/13-14 \$11,619,000 0400001152 4 4A6304	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.361	\$42,000 \$2,060,000
4 \$503,000 Santa Cruz 05-SCr-1 8.0/14.9	Near the city of Santa Cruz, from 0.4 mile south of Freedom Boulevard to 0.4 mile north of Ocean Street. <u>Outcome/Output:</u> Install eight closed circuit television cameras (CCTV) at interchanges along this highway to monitor traffic conditions and improve incidence response.	05-9000 SHOPP/13-14 \$2,956,000 0500000029 4 0C9014	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.315	\$10,000 \$493,000
5 \$2,270,000 Madera 06-Mad-99 20.2/22.7	Near Fairmead, at various locations from south of Avenue 21 ½ to Route 152. <u>Outcome/Output:</u> Construct double thrie beam median barriers along 1.5 centerline miles to reduce the number and severity of cross median collisions.	06-6603 SHOPP/13-14 \$2,200,000 0600020447 4 0N2004	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010	\$45,000 \$2,225,000
6 \$2,500,000 Los Angeles 07-LA-10 R5.5/14.8	In the city of Los Angeles, at various locations from Route 405 to Route 110 within the Ballona Creek drainage area. <u>Outcome/Output:</u> Install sand filters and infiltration devices to remove dissolved metal pollutants and attain storm water discharge total maximum daily limit (TMDL) goals.	07-3870 SHOPP/13-14 \$5,654,000 0700020196 4 259204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$50,000 \$2,450,000
7 \$9,958,000 San Joaquin 10-SJ-4 R8.3/T14.3	Near Stockton, 0.1 mile east of Bacon Island Road to the San Joaquin River Bridge. <u>Outcome/Output:</u> Widen and upgrade roadway intersections, rehabilitate pavement, place shoulder and median rumble strips, and upgrade drainage facilities along 12 lane miles to improve traffic safety and ride quality.	10-0302 SHOPP/13-14 \$8,700,000 1000020428 4 0W1204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.120	\$199,000 \$9,759,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action		Resolution FP-13-17		
8 \$2,406,000 Placer 03-Pla-89 T8.6/12.8	In Tahoe City, from 0.1 mile north of Route 89/28 Junction to 0.5 mile north of Alpine Meadows Road. <u>Outcome/Output:</u> Install drainage system to prevent runoff from encroaching into the roadway and improve roadway safety.	03-5286 SHOPP/13-14 \$2,975,000 0312000295 4 3F4404	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$48,000 \$2,358,000
9 \$1,988,000 Sonoma 04-Son-1 34.5	Near Jenner, north of Fort Ross State Historic Park. <u>Outcome/Output:</u> Reconstruct slope and roadway and construct retaining wall to prevent further downhill slippage and failure of the roadway.	04-0480R SHOPP/13-14 \$2,200,000 0414000074 4 4S6204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$40,000 \$1,948,000
10 \$2,200,000 Los Angeles 07-LA-1 33.3/34.5	In Santa Monica, from Dewey Street to Route 10. <u>Outcome/Output:</u> Relinquish 5.2 miles of roadway (Lincoln Boulevard) to local jurisdiction. City will accept ownership, maintenance, operation and liability over the relinquished facilities. (Financial Contribution Only to the city of Santa Monica.)	07-3320 SHOPP/13-14 \$2,200,000 0700000411 4FCO 240504	2012-13 302-0042 SHA 20.20.201.160	\$2,200,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5b.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR MULTI-FUNDED PROJECT FUNDED WITH SHOPP AND PROPOSITION 1B TCIF RESOLUTION FP-13-18 RESOLUTION TCIF-A-1314-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$15,000,000 for TCIF Project 94 (Santa Clara – US 101 Freeway Performance Initiative [PPNO 0499R]) a State Highway Operation and Protection Program (SHOPP)/Proposition 1B Trade Corridor Improvement Fund (TCIF) project, in Santa Clara County programmed in the 2012 SHOPP.

ISSUE:

The attached vote list describes one SHOPP/TCIF project totaling \$15,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$15,000,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890, for the SHOPP/TCIF project described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(2) Multi-Funded Projects Funded with SHOPP and Proposition 1B TCIF				Resolution FP-13-18 Resolution TCIF-A-1314-08
1 \$15,000,000 Santa Clara 04-SCI-101 26.7	Santa Clara – US 101 Freeway Performance Initiative Project. Near Edenvale, from San Benito County line to Route 85. <u>Outcome/Output:</u> Install ramp metering and traffic operation system to minimize gridlock of the highway system, decrease travel time and improve mobility. (TCIF Project 94) (CEQA – CE; 03/19/2012.) (NEPA – CE; 03/19/20123.) (SHOPP funded Trade Corridor Improvement Fund (TCIF) project.)	04-0449R SHOPP/12-13 \$18,349,000 0400020304 4 153304	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.315	\$300,000 \$14,700,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5c.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-13-19**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$52,440,000 for four State administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

ISSUE:

The attached vote list describes four State administered STIP projects on the State Highway System totaling \$52,440,000, plus \$28,340,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$39,992,000 be allocated from Budget Act of 2012, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and \$12,448,000 for construction engineering for four State administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Projects on the State Highway System				
Resolution FP-13-19				
1 \$143,000 Department of Transportation <u>MCTC</u> Modoc 02-Mod-139 22.6/22.8	Perez CCTV and RWIS. In Perez, at Perez Inspection Station. Install CCTV (Closed Circuit Television) and RWIS (Roadside Weather Information System). Final Project Development Support Estimate: \$ 218,000 Programmed Amount: \$ 161,000 Adjustment: \$ 57,000 (Debit) Final Right of Way Right of Way Estimate: \$ 25,000 Programmed Amount: \$ 47,000 Adjustment: \$ 22,000 (Credit) (RIP CONST savings for \$24,000 to be returned to Modoc County regional shares.) (Related SHOPP Minor Allocation under EA 1E0604 in the amount of \$277,000; October 2013.) <u>Outcome/Output:</u> Provides safety to the traveling public through the use of images of hazards and roadway conditions within minutes.	02-3383 RIP/13-14 CONST \$167,000 \$143,000 0212000030 4 1E060	2012-13 301-0042 SHA 20.20.075.600	\$143,000
2 \$3,000,000 City of Pacifica Department of Transportation <u>MTC</u> San Mateo 04-SM-1 40.4/40.8	Route 1, San Pedro Creek Bridge Replacement Project. In the city of Pacifica. Replace existing bridge over the San Pedro Creek. Final Project Development: N/A Final Right of Way: N/A (Time Extension for FY 11-12 CON expires January 31, 2014.) (Concurrent Consideration of Funding under Resolution E-13-68; October 2013) (Contributions from other sources: \$10,141,000.) <u>Outcome/Output:</u> Replace existing structure, reconstruct approaches, and re-grade channel within the project limits.	04-2140H RIP/11-12 CON ENG \$0 \$2,600,000 CONST \$3,000,000 \$400,000 0400000743 4 26560	001-0042 SHA 2012-13 301-0042 SHA 20.20.075.600	\$2,600,000 \$400,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Projects on the State Highway System				
Resolution FP-13-19				
3 \$2,518,000 Department of Transportation <u>MTC</u> Sonoma 04-Son-101 20.4/20.7	Sonoma 101 at College Avenue. In Santa Rosa, at the intersection of Route 101 at College Avenue. Construct various improvements. Final Project Development (RIP) Support Estimate: \$1,558,000 Programmed Amount: <u>\$1,300,000</u> Adjustment: \$0 (< 20%) Final Right of Way (RIP) Right of Way Estimate: \$3,951,000 Programmed Amount: <u>\$3,650,000</u> Adjustment: \$0 (< 20%) Final Right of Way (IIP) Right of Way Estimate: \$1,000,000 Programmed Amount: <u>\$1,000,000</u> Adjustment: \$0 (RIP CONST savings of \$382,000 to return to Sonoma County regional shares.) (Time Extension for FY 12-13 CON expires December 31, 2013.) (Future Consideration of Funding under Resolution E-04-04; February 2004.) <u>Outcome/Output:</u> Widen College Avenue within the project limits.	04-0789E RIP/12-13 CON ENG \$450,000 CONST \$2,450,000 \$2,068,000 0400000692 4 24544	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.075.600	\$9,000 \$441,000 \$41,000 \$2,027,000
4 \$46,779,000 Department of Transportation <u>OCTA</u> Orange 12-Ora-5 3.7/6.2	I-5 HOV Lanes - South of Avenida Vista Hermosa to South of Pacific Coast Highway. In San Clemente from South of Avenida Vista Hermosa to South of Pacific Coast Highway. Add HOV Lane in each direction. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding under Resolution E-12-06; February 2012.) (RIP CONST savings of \$10,000,000 to be returned to Orange County share balance. Additional CMAQ funds are available for construction.) (Contributions from other sources: \$18,199,000.) <u>Outcome/Output:</u> Construction of 2.5 miles of HOV lane in each direction.	12-2531E RIP/13-14 CON ENG \$9,398,000 CONST \$47,381,000 \$37,381,000 1200020278 4 0F96C1	001-0042 SHA 001-0890 FTF 2012-13 301-0042 SHA 301-0890 FTF 20.20.075.600	\$188,000 \$9,210,000 \$500,000 \$36,881,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5c.(3a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FP-13-20**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$15,700,000 for 13 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- o \$14,075,000 for five STIP projects; and
- o \$1,040,000 for three STIP Transportation Enhancement projects; and
- o \$585,000 for five STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 13 locally administered STIP projects off the State Highway System totaling \$15,700,000, plus \$5,088,000 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$15,700,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-101-0042 and 2660-101-0890 for 13 locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects off the State Highway System Resolution FP-13-20				
1 \$2,881,000 Humboldt County HCAOG 01-Humboldt	Union Street and Sea Avenue Reconstruction. South of Eureka in Pine Hill. Union Street to Higgins to Sea Avenue from Little Fairfield to Union Street. Reconstruct Roadway. (Future Consideration of Funding under Resolution E-09-50; May 2009.) <u>Outcome/Output:</u> Rehabilitate 5,400 feet of roadway, realign roadway to correct geometric deficiencies and provide 7,200 feet of shoulder widening to enhance pedestrian and vehicular safety.	01-2081 RIP/13-14 CONST \$2,881,000 0100000021	2012-13 101-0042 SHA 20.30.600.620	\$2,881,000
2 \$6,200,000 City of Ridgecrest Kern COG 09-Kern	West Ridgecrest Boulevard four-lane project. In Ridgecrest, on West Ridgecrest Boulevard, from Norma Street Mahan Street to China Lake Boulevard. Reconstruct and widen to four lanes. (Concurrent Consideration of Funding under Resolution E-13-70; October 2013.) <u>Outcome/Output:</u> Will reconstruct and widen 1.7 miles of roadway and improve pedestrian safety and traffic circulation.	09-2022 RIP/13-14 CONST \$6,200,000 0913000059	2012-13 101-0890 FTF 20.30.600.620	\$6,200,000
3 \$1,500,000 City of Tehachapi Kern COG 09-Kern	Challenger Drive Extension Project. In Tehachapi, on Challenger Drive from its current eastern edge to Dennison Road. Construct pavement including shoulders. (Future Consideration of Funding under Resolution E-09-89; December 2009.) <u>Outcome/Output:</u> Will improve local traffic circulation and provide direct access to medical facilities from the northern portion of the city.	09-6435 RIP/13-14 CONST \$1,500,000 0913000004	2012-13 101-0890 FTF 20.30.600.620	\$1,500,000
4 \$3,250,000 Stanislaus County StanCOG 10-Stanislaus	Widen Claribel Road from SR 108 & SR 219 to Oakdale Road. Near Modesto and Riverbank, on Claribel Road from Route 108 to Oakdale Road. Widen to two lanes in each direction with two way left turn lane, and install signal at Coffee Road. (Future Consideration of Funding under Resolution E-12-50; June 2012) (Will be combined with PPNO 0220 for construction.) (Contributions from other sources: \$4,450,000.) <u>Outcome/Output:</u> Improve regional network circulation, relieve existing congestion, reduce traffic delay, and accommodate future traffic. Improve the level of service along the Claribel corridor.	10-0230 RIP/13-14 CONST \$3,250,000 1014000022	2012-13 101-0890 FTF 20.30.600.620	\$3,250,000
5 \$244,000 Tuolumne County Tuolumne CTC 10-Tuolumne	Mono Way Operational & Safety. In Sonora, along Mono Way (Old Route 108) between Peaceful Oak Road and Via Este Road. Construct operational and safety improvements. <u>Outcome/Output:</u> Roadway widening and installation of paved shoulders / operational improvements and reduction in collision rates.	10-0235 RIP/13-14 PA&ED \$244,000 1014000028	2012-13 101-0042 SHA 20.30.600.620	\$244,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-13-20
6 \$105,000 City of Blue Lake HCAOG 01-Humboldt	I Street Pedestrian Improvements. In downtown Blue Lake on I Street between Blue Lake Boulevard and First Street. Construct sidewalks and pedestrian improvements. (Time extension for FY 12-13 CON expires on October 31, 2013.) <u>Outcome/Output:</u> This project will construct 1620 linear feet of sidewalks to improve safety for pedestrians to travel from the residential area to the schools and downtown Blue Lake.	01-2289 RIP TE/12-13 CONST \$105,000 0112000100	2012-13 101-0890 FTF 20.30.600.731	\$105,000
7 \$95,000 City of Placerville EDCTC 03-El Dorado	Class I Bike Path Trail Clay Street to Bedford Avenue. In Placerville, between Clay Street and Bedford Avenue. Construct Class I Bike Path. (Future Consideration of Funding under Resolution E-13-20; May 2013.) (Time extension for FY 11-12 CON expires on October 31, 2013.) <u>Outcome/Output:</u> This project will offer a viable transportation alternative to bicycle commuters and recreational opportunities to pedestrians, cyclists, and equestrians by providing safe and direct route between residences and major activity centers in the City of Placerville.	03-1215 RIP TE/11-12 CONST \$95,000 0300020747	2012-2013 101-0890 FTF 20.30.600.731	\$95,000
8 \$840,000 Stanislaus County StanCOG 10-Stanislaus	Claribel Road Class I Bike Path. Near Modesto and Riverbank, on Claribel Road from SR 108 to Oakdale Road. Construct Class I bike path. (Future Consideration of Funding under Resolution E-12-50; June 2012.) (Will be combined for construction with PPNO 0230.) (Contributions from other sources: \$638,000.) <u>Outcome/Output:</u> The bike/pedestrian lane will promote non-motorized transportation encouraging, not using the alternative single occupant vehicle to destinations within and surrounding areas.	10-0220 RIP TE/13-14 CONST \$840,000 1014000021	2012-13 101-0890 FTF 20.30.600.731	\$840,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-13-20
9 \$34,000 Del Norte Local Transportation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB 184 Submittal effective July 1, 2013.)	01-1032 RIP/13-14 CONST \$34,000 0113000138	2012-13 101-0042 SHA 20.30.600.670	\$34,000
10 \$200,000 Inyo County Local Transportation Commission Inyo LTC 09-Iny	Planning, Programming and Monitoring	09-1010 RIP/13-14 CONST \$200,000 0913000012	2012-13 101-0042 SHA 20.30.600.670	\$200,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-13-20	
11 \$47,000 Amador County Transportation Commission <u>Amador CTC</u> 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/13-14 CONST \$47,000 1014000035	2012-13 101-0042 SHA 20.30.600.670	\$47,000
12 \$244,000 Merced County Association of Governments <u>MCAG</u> 10-Merced	Planning, Programming and Monitoring (SB 184 Submittal effective August 12, 2013.)	10-5960 RIP/13-14 CONST \$244,000 1014000017	2012-13 101-0042 SHA 20.30.600.670	\$244,000
13 \$60,000 Tuolumne County Transportation Council <u>Tuolumne CTC</u> 10-Tuolumne	Planning, Programming and Monitoring (SB 184 Submittal effective August 14, 2013.)	10-0452 RIP/13-14 CONST \$60,000 1014000029	2012-13 101-0042 SHA 20.30.600.670	\$60,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.6f.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED HIGH-SPEED PASSENGER TRAIN BOND - URBAN/COMMUTER PROJECTS RESOLUTION HST1A-A-1314-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$141,752,000 for two locally administered Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) – Urban/Commuter projects.

ISSUE:

The attached vote list describes two locally administered HSPTBF projects totaling \$141,752,000, plus \$385,752,000 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$141,752,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 for two Proposition 1A High-Speed Passenger Train Bond Fund – Urban/Commuter projects described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2) Proposition 1A–High-Speed Passenger Train Bond Program – Urban/Commuter			Resolution HST1A-A-1314-01	
1 \$1,752,000 Sacramento Regional Transit District SACOG 03-Sacramento	Sacramento Intermodal Facility High Speed Rail Program Projects. Improvements to provide connectivity of Sacramento Regional Transit service to High Speed Rail including relocation of existing light rail track, storage tracks and passenger platform and associated systems. (Contributions from other sources: \$1,752,000.) <u>Outcome/Output:</u> Advance and complete full environmental document and clearance.	HSR/13-14 PA&ED \$1,752,000 0313000317 S	2012-13 104-6043 HSPTBF 30.10.100.000	\$1,752,000
2 \$140,000,000 San Francisco Bay Area Rapid Transit District MTC 04-San Francisco	Milbrae Station Track Improvements & Car Purchase. Purchase of 46 new rail cars and the lengthening of all three rail storage tracks immediately south of the station. (CEQA; CE - 771.11(c)(7).) (Contributions from other sources: \$384,000,000.) <u>Outcome/Output:</u> Provide direct service and increase capacity between San Francisco International Airport and Milbrae.	HSR/13-14 CONST \$140,000,000 0414000100 S	2012-13 104-6043 HSPTBF 30.10.100.000	\$140,000,000 (Partial)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5c.(3b)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED LOCALLY ADMINISTERED PROJECT RESOLUTION FP-13-**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) not approve this request to allocate an additional \$70,000 to Lake County for the locally administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) Bridge Arbor Bikeway. The request is not consistent with STIP Guidelines. The project is described below.

ISSUE:

Additional funds are being requested for the previously voted locally administered Bridge Arbor Bikeway STIP TE Reserve project (PPNO 3036C) to complete the Project Approval and Environmental Document (PA&ED) phase.

Project #	Allocation Amount	Project Title	PPNO Program/Year	Budget Year	Amount by Fund Type
Recipient	RTPA/CTC	Location	Phase	Item #	
District-County		Project Description	Prgm'd Amount	Fund Type	
			Project ID	Program Code	
2.5c.(3b) Supplemental Financial Allocation for Locally Administered STIP TE Projects off the State Highway System					
1	\$70,000	Bridge Arbor Bikeway. Between the Nice Lucerne Cutoff at Westlake Drive and Bridge Arbor North/State Route 20 intersection at Upperlake. Construct Class I and Class III bikeways.	01-3036C RIP TE/14-15 PA&ED \$70,000 0100020311	2012-13 101-0890 FTF 20.30.600.731	\$70,000
County of Lake LAPC 01-Lake		(Supplemental Allocation for \$70,000 from FY 14-15 TE Reserve PPNO 01-3036.) <u>Outcome/Output:</u> Provide a safe facility for bicycle commuters.			
THE DEPARTMENT DOES NOT RECOMMEND THE APPROVAL OF THIS REQUEST AS IT IS NOT CONSISTENT WITH STIP GUIDELINES					

PROJECT DESCRIPTION:

This project is located in Lake County between the Nice Lucerne Cutoff at Westlake Drive and the Bridge Arbor North/State Route 20 intersection near the Town of Upper Lake. The project will construct Class I and Class III bikeways to provide a safe route for bicycle commuters and provide a facility for recreational purposes.

FUNDING STATUS:

On January 19, 2011, the Commission allocated \$50,000 for PA&ED for this project.

REASONS FOR COST INCREASE:

The Bridge Arbor Bikeway project experienced a \$70,000 cost increase to the environmental phase for two reasons.

The first reason is a bad estimate. The initial environmental estimate grossly underestimated the effort required to complete the environmental process. This is due to the project being different from the standard projects that Lake County typically has constructed.

The second reason is the need for additional environmental documentation. This includes biological, archaeological, geotechnical, hydraulic, surveying and preliminary design work. Since the initial estimate for this project was submitted Lake County has had time to go more in depth into what was required to complete environmental studies. There will be a fairly long pedestrian bridge over Middle Creek and the project transverses quite a distance through environmentally sensitive areas. These areas include extensive wetlands and riparian habitat, which require detailed environmental studies and environmental surveys that require more time and are more costly to complete. The need for many of these advanced studies and surveys cannot be predicted until after the environmental work begins, which makes the environmental efforts very difficult to estimate.

RECOMMENDATION:

The Department recommends that the Commission not approve the request for \$70,000, as it is not consistent with STIP Guidelines.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5d.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR PROJECT THAT EXCEEDS THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT RESOLUTION FP-13-22**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$1,378,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

Resolved, that \$1,378,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Programmed Amount</u>	<u>Current Programmed Amount</u>	<u>Program Adjustment</u>	<u>Revised Programmed Amount</u>	<u>% Increase Above Current Programmed Amount</u>
1	04-Son-116	\$680,000	\$680,000	\$698,000	\$1,378,000	102.6%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(1) Allocation for Project the Exceeds 20 Percent of the Programmed Amount				Resolution FP-13-22
1 \$1,378,000 Sonoma 04-Son-116 13.6/13.9	Near Guerneville, from 1.1 miles east of Mays Canyon Road to 0.1 mile west of Odd Fellows Park Road. Outcomes/Outputs: Replace failed retaining wall, stabilize slope, repair drainage facilities and repair pavement damaged by heavy rainfall.	04-0816K SHOPP/13-14 \$680,000 0400020157 4 1G4204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$28,000 \$1,350,000

RECOMMENDATION:

The Department recommends that this request for \$1,378,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project is in Sonoma County, on Route 116, from 1.1 miles east of Mays Canyon Road to 0.1 mile west of Odd Fellows Park Road. In winter of 2009, a washout caused the existing culvert headwall and retaining wall to overturn along the eastbound direction of Route 116. Due to the urgency of repairing the damage, an emergency opening contract was executed to construct geosynthetic reinforced embankment to stabilize the side of the highway. This project will replace the existing retaining wall, stabilize the slope, repair drainage facilities and repair distressed pavement.

FUNDING STATUS:

This project is currently programmed in the 2012 SHOPP for \$680,000. This request for \$1,378,000 is an increase of 102.6 percent above the programmed amount.

REASON FOR INCREASE:

The cost increase is primarily due to increases in structure items, Storm Water Pollution Control permit, environmental permits, environmental mitigation permit, and traffic control safety items.

- Project scope was changed from soldier pile retaining wall to concrete retaining wall with precast piles, cast in place concrete facing and cast in place cantilevered slab top to minimize impact to the adjacent creek and to provide better stability to support the cantilevered slab. This added \$170,000 to the cost of the project.
- The original cost estimate on the Storm Water Pollution Control permit was budgeted at \$11,000. However, the updated cost of \$45,000 was due to the site conditions and working in the adjacent creek. This added \$34,000 to the cost of the project.
- Due to the stringent environmental permit requirements, the project incurred additional cost for temporary creek diversion system and temporary water treatment system. This added \$150,000 to the cost of the project.
- The addition of the Environmental Mitigation permit, which includes on-site tree replacement, added \$50,000 to the cost of the project.
- Permits requiring an on-site monitoring by a qualified biologist added \$89,000 to the project.
- Additional traffic control measures are needed due to the change in the design of the retaining wall which required access to the creek. In addition, the Smart Cushion Innovations (SCI) crash cushion was used to reduce the project footprint along with temporary signal systems and portable changeable message signs. This added \$102,000 to the cost of the project.
- Changes in the design standards for signal mast arm and pole for temporary traffic control system added \$30,000 to the cost of the project.
- Continued deterioration of the pavement requires cold plane and Hot Mix Asphalt (HMA) overlay added \$28,000 to the cost of the project.
- Supplemental work, state furnished material and expenses and contingency costs were adjusted accordingly and added \$45,000 to the cost of the project.

The project estimate has increased by \$698,000, from \$680,000 to \$1,378,000.

Permanent Restoration (PR) are projects where the final work done is to restore a damaged site to pre-emergency condition. Damage Assessment Form (DAF) is used as the project initiation document for programming purposes. However, the DAF is an abbreviated project initiation document, which for many restoration projects, does not establish reliable project costs or accurate delivery schedules. To eliminate the possibility of this occurring in the future, and with existing planning resource constraints, the Department is evaluating changes to the initiation document for permanent restoration projects to a more robust, comprehensive, and reliable planning study to improve the likelihood of successful project delivery.

FUNDING OPTIONS:

OPTION A: Approve this request, as represented above, for \$1,378,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to reprogram in 2014 SHOPP. The Department has considered this option and determined that reprogramming this project in 2014 SHOPP would result in greater costs and further deterioration of the existing pavement to an unacceptable level; maintenance costs will continue to rise; maintenance personnel will be exposed to high volumes of traffic.

RECOMMENDED OPTION:

The Department recommends that this request for \$1,378,000, as presented in Option A above, be approved to allow this project to be advertised.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5d.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR PROJECT THAT EXCEEDS THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**
RESOLUTION FP-13-23

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$16,584,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

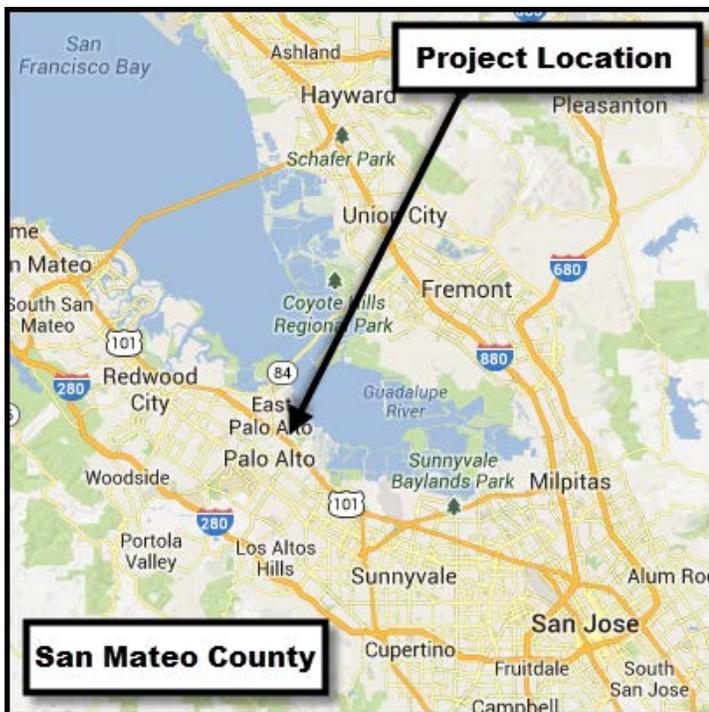
Resolved, that \$16,584,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Programmed Amount</u>	<u>Current Programmed Amount</u>	<u>Program Adjustment</u>	<u>Revised Programmed Amount</u>	<u>% Increase Above Current Programmed Amount</u>
1	04-SM-101	\$9,320,000	\$9,320,000	\$7,264,000	\$16,584,000	77.9%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(2) Allocations for Projects with Cost that Exceed 120 Percent of the Programmed Amount			Resolution FP-13-23	
1 \$16,584,000 San Mateo 04-SM-101 0.0/0.6	In Palo Alto and East Palo Alto, from 0.1 mile north of the Embarcadero Road Overcrossing to 0.3 mile south of the University Avenue Overcrossing. <u>Outcome/Output</u> : Replace the San Francisquito Creek Bridge (No.36-0013L/R) to maintain structural integrity, reduce the risk to lives and properties, and to meet the current seismic strengthening standards.	04-0685P SHOPP/13-14 \$9,320,000 0400000678 4 235624	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$332,000 \$16,252,000

RECOMMENDATION:

The Department recommends that this request for \$16,584,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project is located in San Mateo and Santa Clara Counties in Palo Alto and East Palo Alto, from 0.1 mile north of the Embarcadero Road Overcrossing to 0.3 mile south of the University Avenue Overcrossing. The project will replace the existing bridges over the San Francisquito Creek and replace two sound walls.

Structures Maintenance has determined that the portion of the bridge, built in 1931, needs to be replaced due to its deteriorated condition. Since the remainder of the structure is already over 50 years old, it has been determined that the complete bridge, including both frontage roads, should be replaced. The new bridge will be 12 feet wider than the existing to satisfy the lane and shoulder requirements of the auxiliary lanes that were recently constructed. The bridge will also be 43 feet longer than the existing in anticipation of projects by the San Francisquito Creek Joint Powers Authority to widen the creek for flood control purposes.

FUNDING STATUS:

This project is currently programmed in the 2012 SHOPP for \$9,320,000. This request for \$16,584,000 is an increase of 77.9 percent above the programmed amount.

REASONS FOR COST INCREASE:

Both Roadway and Structures cost estimates have increased significantly since the original program estimate and the more recent estimate.

- The San Francisquito Creek Bridge is located within the limits of a Proposition 1B Corridor Management Improvement Account (CMIA) funded auxiliary lanes project. It was originally planned for the projects to be combined under one construction contract. Once it was determined that the timeframe needed to clear the bridge work environmentally, along with the need to acquire right of way, could not meet the strict CMIA funding timelines, the projects continued separately. Asphalt concrete overlay to cover pavement scarring from lane shifting is now needed on both projects since the time lag between the two projects is close to two years. This added \$680,000 to the cost of the project.
- The existing 8-foot diameter storm drain owned and operated by the city of Palo Alto (City) was initially to be relocated by the City. Due to the revised bridge alignment to avoid costly right of way impacts and more defined construction staging, it now has to be relocated twice, first by the City prior to bridge construction and second during freeway closures for bridge construction. The City is bearing the cost of the first relocation, and the State will bear the cost of the final relocation. This added \$220,000 to the cost of the project.

- The traffic control system to provide one-way traffic control on one of the frontage roads requires more coordination with a commercial driveway that was originally proposed to be closed to traffic. Due to the need to reduce Right of Way impacts to the property, the traffic control system was redesigned to handle traffic using this driveway. In addition, the multiple shifting of traffic lanes due to the construction staging requires the Traffic Operation System loops to be shifted accordingly. This added \$740,000 to the cost of the project.
- Permitting agencies have required stricter control of work within the creek. Water sampling and monitoring, as well as revisions to the temporary creek diversion system, are a result of the additional permit requirements. This added \$580,000 to the cost of the project.
- Overall increases in unit prices on asphalt, concrete and steel have occurred due to changes in the economy from 2010 to 2013. This added \$1,940,000 to the cost of the project.
- Revised retaining wall locations and designs resulting from the realignment of the bridge structure to avoid costly right of way condemnation, schedule delay and cost impacts. This added \$270,000 to the cost of the project.
- Additional items as a result of detailed design (such as epoxy coated rebar versus bar reinforcing steel, sound wall spread footing foundation versus pile foundation, sign structure relocation) added \$1,625,000 to the cost of the project.
- Increases in time-related overhead, mobilization and contingency due to the increased cost in contract items added \$1,209,000 to the project.

The project experienced many changes during the design period. The major factors include: the project being combined with the CMIA Auxiliary Lane project; coordination with the San Francisquito Creek Joint Powers Authority's Flood Control Project; and the various property owners in this urban area. A risk management plan was developed early in the project to identify the risks as best as possible.

- When the CMIA Auxiliary Lane project and San Francisquito Creek bridge were planned to be combined, the fallback was to separate the project if the schedules did not match. However, the cost impacts of separating the projects were not fully quantified in the risk management plan to reveal a cost impact due to the AC overlay. In the future, a more thorough risk management plan will be completed on similar projects.
- Detailed design revealed costs that were not identified in the original estimate for programming. The contingencies in the program estimate were not sufficient to cover these additional costs. In the future, more frequent reviews and updates of project estimates will aid in earlier identification of these costs.
- Recent permit requirements from regulatory agencies have increased project costs. These should be considered in future programming estimates.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for \$16,584,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to reprogram in 2014 SHOPP. The Department has considered this option and determined that reprogramming this project in 2014 SHOPP would result in greater costs and further deterioration of the bridge.

RECOMMENDED OPTION:

The Department recommends that this request for \$16,584,000, as presented in Option A above, be approved to allow this project to be advertised.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5d.(3)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR PROJECT THAT EXCEEDS THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT RESOLUTION FP-13-24**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$923,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

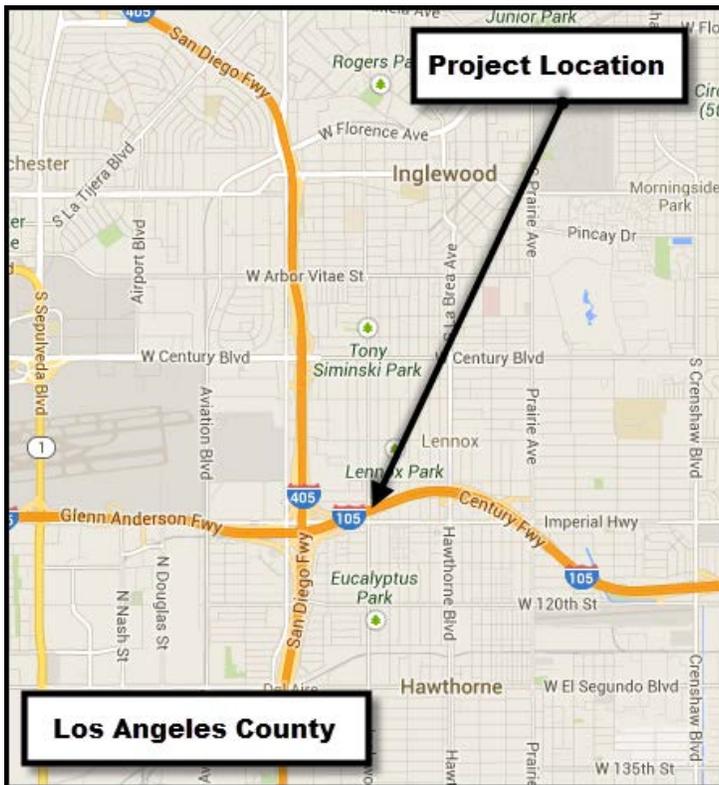
Resolved, that \$923,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

Project	Dist-Co-Rte	Original Programmed <u>Amount</u>	Current Programmed <u>Amount</u>	Program <u>Adjustment</u>	Revised Programmed <u>Amount</u>	% Increase Above Current Programmed <u>Amount</u>
1	07-LA-105	\$500,000	\$500,000	\$423,000	\$923,000	84.6%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(3) Allocation for Project the Exceeds 20 Percent of the Programmed Amount			Resolution FP-13-24	
1 \$923,000 Los Angeles 07-LA-105 R2.6	In Hawthorne, at Inglewood Avenue. Outcomes/Outputs: Repair slope and hydroseed to permanently restore area damaged in storm event.	07-4433 SHOPP/12-13 \$500,000 0712000166 4 3X350	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$78,000 \$845,000

RECOMMENDATION:

The Department recommends that this request for \$923,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project located in Los Angeles County on Route 105, in the city of Hawthorne, at Inglewood Avenue will repair damage at one location caused by heavy winter storm events that occurred on December 18, 2010.

FUNDING STATUS:

The project was amended into the SHOPP on November 14, 2011, and is currently programmed in Fiscal Year 2012-13 in the 2012 SHOPP for \$500,000. At the August 2013 Commission meeting, a four-month allocation extension was approved to allow sufficient time to include updated specifications into the contract. This request for \$923,000 is an increase of 84.6 percent above the programmed amount.

The change is a direct result of the inadequate investigations and cost estimate made during the development of the project initiation document and subsequent failure to update programmed costs.

REASON FOR INCREASE:

A detailed estimate was not properly prepared during the development of the project initiation document. The preliminary estimate contained only three items: roadway excavation, geosynthetic reinforcement, and erosion control. This estimate did not account for 13 additional items associate with the project, thereby adding an additional \$423,000 to the cost of this project.

ITEM DESCRIPTION	COST
State Furnished Materials and Expenses	\$ 66,000
Electrical Lighting	\$ 56,750
Drainage Inlet and Pipe	\$ 52,000
Contingencies	\$ 43,580
Traffic Control System	\$ 40,000
Mobilization	\$ 40,000
Concrete Pavement	\$ 32,260
Remove Concrete Pavement	\$ 23,000
Water Pollution Control Program	\$ 21,938
Imported Borrow	\$ 21,000
Temporary Railing (Type K)	\$ 10,500
Supplemental Work	\$ 9,300
Remove Pipe	\$ 9,000
Miscellaneous Adjustments	(\$ 2,328)
TOTAL ADDITIONAL COST	\$ 423,000

Permanent Restoration (PR) are projects where the final work done is to restore a damaged site to pre-emergency condition. Damage Assessment Form (DAF) is used as the project initiation document for programming purposes. However, the DAF is an abbreviated project initiation document, which for many restoration projects, does not establish reliable project costs or accurate delivery schedules. To eliminate the possibility of this occurring in the future, and with existing planning resource constraints, the Department is evaluating changes to the initiation document for permanent restoration projects to a more robust, comprehensive, and reliable planning study to improve the likelihood of successful project delivery.

In addition, the Department's responsible regional District will implement procedures to track project estimate dates for all projects to ensure estimates are accurate, receive timely updates, and that appropriate programming actions take place to address any variances from the programmed estimates.

FUNDING OPTIONS:

OPTION A: Approve this request, as represented above, for \$923,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to adjust the project to remain within the programmed amount. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION

The Department recommends that this request for \$923,000 as presented in Option A above, be approved to allow this project to be advertised.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5e.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-13-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$1,470,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to complete construction.

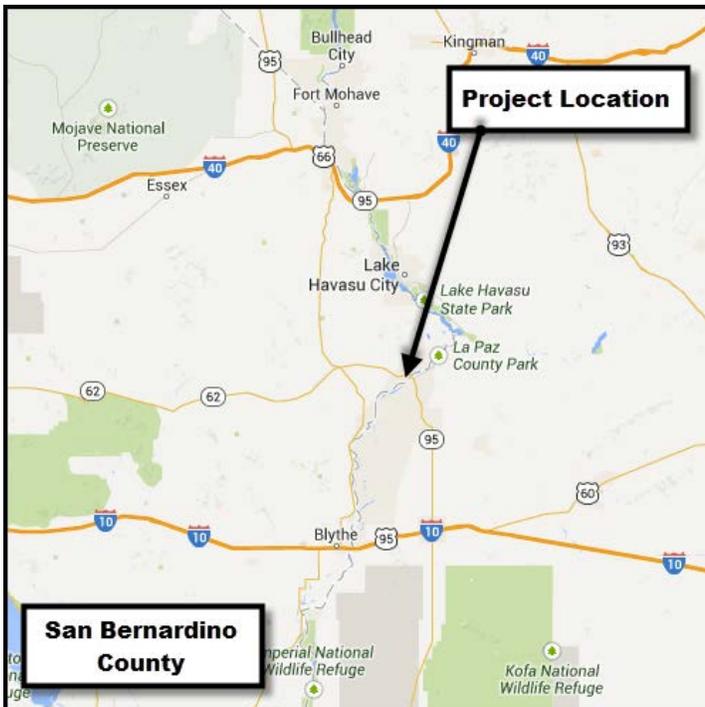
RESOLUTION:

Resolved, that \$1,470,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to complete construction.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	08-SBd-62	\$12,047,000	\$13,008,000	\$1,470,000	\$14,478,000	11.3%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects		Resolution FA-13-07			
1 \$1,470,000 Department of Transportation <u>SANBAG</u> San Bernardino 08-SBd-62 142.2/142.9	In Earp, at the Colorado River Bridge (No. 54-1000). <u>Outcome/Output:</u> Replace one bridge to maintain the structural integrity. Supplemental funds needed to complete construction. Total Revised Amount: \$14,208,000	08-0227F SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.111	\$304,000 \$12,704,000		\$304,000 \$12,704,000
		SHOPP 2012-13 302-0042 SHA 302-0890 FTF 20.20.201.111 0800000637 4 378704		\$29,000 \$1,441,000	\$29,000 \$1,441,000

PROJECT LOCATION:



PROJECT DESCRIPTION:

This project is located at the Colorado River Bridge (Bridge No. 54-1000) on Route 62 in San Bernardino County, California and La Paz County, Arizona. The bridge crosses the Arizona state line at mid-river. The project limits extend from Parker Dam Road in Earp, California to 3rd Street in Parker, Arizona. The project replaces the existing bridge due to bridge foundation scour and streambed degradation. Since the original construction of the bridge, the existing river streambed has dropped approximately 20 feet. This change in channel grade has resulted in a loss of lateral support and embedment for the existing bridge foundation piles.

FUNDING STATUS:

This project was voted in April 2010, for \$12,047,000 and includes equal funding, by cooperative agreement, from the State of Arizona. The project was awarded February 15, 2011, for \$26,016,000. The current \$13,008,000 allotment of California SHOPP funds includes a \$961,000 G-12 allocation adjustment at time of award. An additional \$1,470,000 for California's share of supplemental funds are needed to complete construction. This results in an overall increase of 11.3 percent over the current SHOPP allocation. The cost increase has been discussed with the Arizona Department of Transportation (ADOT), and ADOT has agreed to proceed to completion with their 50 percent share. The project is approximately 85 percent complete, with half-width of the new structure complete and open to temporary staged traffic. Full construction completion is anticipated in February 2014.

Several Notice of Potential Claims have been filed by the contractor, but the final amount of these claims has not been determined. All claims will go through the Dispute Resolution Board (DRB) process; however, if rulings by the DRB are not in favor of the Department, additional supplemental funds might be required to close-out the contract.

REASONS FOR COST INCREASE:

An additional \$1,470,000 for California's share of the project is needed to complete the construction contract. Several contract change orders (CCO's) as described below require additional funds for the project to complete construction.

The first is due to differing site conditions encountered during removal of the existing bridge piers within the river waterway. The alignment of the existing bridge overlaps that of the new bridge requiring its removal before the second half of the new structure can be built. However, removal of the existing bridge piers could not be done as planned because previously unknown concrete over-pour areas and rock rip-rap prevented coffer dam installations. These differing site conditions were the result of emergency repair work conducted in 1992 on the original structure foundations, but not clearly documented in the final as-built plans. This change added an additional \$650,000 to the state's cost of this project.

The second CCO is a change to the pile design at one bridge abutment. The original design called for cast-in-drilled-hole type piles at both abutments, but soil caving of the drilled holes at one abutment prevented this operation from successfully proceeding. A change, at additional cost, to cast-in-steel-shell type piles allowed pile shells to be successfully driven through the soil instead. This change added an additional \$300,000 to the state's cost of this project.

The third CCO is a result of the need to maintain pedestrian access across the river during construction. The existing structure did not have formal sidewalks, but pedestrians used a narrow raised curb that was part of the bridge barrier rail. The final configuration for the new structure includes a sidewalk; however, the contract staging plans did not permit pedestrians in the interim. After construction started, it was recognized that a number of pedestrians were regularly crossing the river. A CCO was required to cantilever pedestrian walkways off the temporary bridge false work to safely accommodate these users. This change added an additional \$220,000 to the state's cost of this project.

In addition, CCOs are anticipated for changes to reinforcing steel in a retaining wall, removal of rock rip-rap, and for time related overhead. These changes added an additional \$300,000 to the state's cost of this project.

As a result of the contract changes and over-runs, the Department has implemented modifications to its current practices. Future investigations will include hydrographic surveying within the waterways for bridge elements that are covered by water. The Department could then better ensure plans are accurately depicting existing contours and clearly state, in the contract specifications, what subsurface conditions may be encountered. Underwater surveying technology continues to develop and is monitored by the Department for potential use on future projects. Furthermore, continued emphasis will be placed on as-built documentation of field changes and conditions, and accommodating pedestrians within projects will also continue to be emphasized.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for \$1,470,000 to allow this project to complete construction.

OPTION B: Deny this request and direct the Department to revise the scope to stay within the allocated budget amount. The Department considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request of \$1,470,000, as presented in Option A above, be approved to complete construction of the project.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5e.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-13-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$504,000 in Regional Improvement Program (RIP) funds and \$228,000 in Interregional Improvement Program (IIP) funds for the East Sonora Bypass Stage II project (PPNO 0021B) in Tuolumne County.

ISSUE:

Additional funds are needed for one previously voted multi-funded project in order to complete construction.

RESOLUTION:

Resolved, that \$732,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-301-0042, to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Funds	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	10-Tuo-108	CMIA	\$11,155,000	\$11,155,000	\$0	\$11,155,000	0.0%
		IIP	\$11,047,000	\$11,047,000	\$228,000	\$11,275,000	2.1%
		RIP	<u>\$4,358,000</u>	<u>\$4,358,000</u>	<u>\$504,000</u>	<u>\$4,862,000</u>	<u>11.6%</u>
		Total	\$26,560,000	\$26,560,000	\$732,000	\$27,292,000	2.8%

PROJECT LOCATION:



Tuolumne County



FUNDING STATUS:

In June 2007, the Commission programmed \$13,858,000 of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds, \$14,300,000 of Interregional Improvement Program (IIP) funds, and \$5,642,000 of Regional Improvement Program (RIP) funds for construction.

In April 2010, the Commission approved Resolution CMIA-PA-0910-018, which deleted the proposed on-ramp and off-ramp at Peaceful Oak Road from the project scope, and reduced the IIP construction budget to \$13,800,000.

In January 2011, the Commission allocated \$11,155,000 of CMIA funds, \$11,047,000 of IIP funds, and \$4,358,000 of RIP funds for construction; savings of \$2,703,000 in CMIA, \$2,753,000 in IIP, and \$1,284,000 in RIP were returned to their respective programs. The construction contract was awarded in December 2011, with an authorized budget that matched the allocations.

As of August 20, 2013, construction was 82 percent complete. However, an additional \$732,000 is needed to complete construction.

REASONS FOR COST INCREASE:

The Tuolumne County Transportation Council (TCTC) would still like to construct the Peaceful Oak Road ramps that were deleted in April 2010. And TCTC will propose a new project in its 2014 Regional Transportation Improvement Plan to construct the deleted ramps.

However, construction of the new ramps requires the widening of the Peaceful Oaks Road Undercrossing that is being constructed by the East Sonora Bypass Stage II project. In order to widen the structure, new columns would need to be built, which would require new Right of Way and mitigation for a known historical archeological site.

Upon review, the Department determined that the new structure could be modified, at a cost of \$414,000, such that new columns would not be required when the structure is widened. By modifying the structure during the East Sonora Bypass Stage II project, over \$2,000,000 will be saved by the follow-up ramps project. As a result, the Department issued a change order for the structure modifications. When the change order was approved, sufficient contingencies existed to fund the changes. However, other changes, particularly unanticipated site conditions, resulted in the need for additional erosion control and slope stabilization measures, and are expected to exhaust the contingencies. Therefore, an additional \$732,000 is needed to complete construction. It is proposed that RIP funds be used for the entire \$414,000 cost of the structure modification because the change benefits the TCTC. It is proposed that the remaining \$318,000 increase be split between RIP and IIP funds in proportion to the existing programming.

Lessons learned include the need for additional subsurface investigations for future projects in this area to ensure that the design includes flatter slopes or slope stabilization measures, and additional storm water best management practices. Also, for future projects, the design team will consider the need for future structure widening, and possibly modify the structure design to simplify the future widening.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$732,000, to complete construction.

OPTION B: Deny this request. The Department would not be able to complete construction of the project as currently designed. The roadway structural section could be reduced, but it would reduce the design life of the project and probably generate a claim from the contractor.

RECOMMENDED OPTION:

The Department recommends that this request of \$732,000, as presented in Option A above, be approved to complete construction.

REVISE: East Sonora Bypass Stage II project (PPNO 0021B)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Tuolumne	10	0021B	34042	CO	2010-11	R4.0	R6.0	108					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:	Tuolumne County Transportation Council												
Project Title:	East Sonora Bypass Stage II												
Location	Near Sonora on Route 108 from Peaceful Oak Road to Via Este Road.												
Description:	Construct a 2-lane express way.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	16,533	16,533					7,169	4,358	90	3,387	1,529		
Change	504	504					0	504	0	0	0		
Proposed	17,037	17,037					7,169	4,862	90	3,387	1,529		
IIP													
Existing	21,915	21,915					4,809	11,047	30	2,613	1,291	2,125	
Change	228	228					0	228	0	0	0	0	
Proposed	22,143	22,143					4,809	11,275	30	2,613	1,291	2,125	
State Bond (CMIA)													
Existing	14,530	14,530						11,155				3,375	
Change	0	0						0				0	
Proposed	14,530	14,530						11,155				3,375	
Total													
Existing	52,978	52,978					11,978	26,560	120	6,000	2,820	5,500	
Change	732	732					0	732	0	0	0	0	
Proposed	53,710	53,710					11,978	27,292	120	6,000	2,820	5,500	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5e.(3)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-13-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$560,000 in Regional Improvement Program (RIP) funds for the Salinas Road Interchange project (PPNO 0032G) in Monterey County.

ISSUE:

Additional funds are needed for one previously voted multi-funded project in order to complete construction.

RESOLUTION:

Resolved, that \$560,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-301-0042, to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Funds	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	05-Mon-1	CMIA ⁽¹⁾	\$24,750,000	\$14,140,000	\$0	\$14,140,000	0.0%
		RIP	\$0	\$938,000	\$560,000	\$1,498,000	59.7%
		Total	\$24,750,000	\$15,078,000	\$560,000	\$15,638,000	3.7%

Notes:

(1) Current CMIA allocation reflects de-allocation of \$10,610,000 in May 2010.

FUNDING STATUS:

The Commission programmed \$32,633,000 of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for construction in June 2007. The Commission allocated \$24,750,000 of CMIA funds for construction in May 2009. The construction contract was awarded in October 2009 with an authorized CMIA budget of \$14,140,000. In May 2010, the Commission de-programmed \$18,493,000 of CMIA funds.

In October 2012, the Department requested, and the Commission programmed and allocated, \$938,000 of RIP funds to complete construction. The additional cost was caused by contract change orders and claims related to new mitigation measures resulting from the change in status of an endangered species, a new general permit from the Regional Water Quality Control Board, Right of Way delays, higher than anticipated required payments for asphalt concrete price index adjustments, and hot mix asphalt quality control/quality assurance pay factors. Roadway construction work is now complete, and the contract is in the plant establishment period. At this time, an additional \$560,000 is needed to pay for additional costs for the work completed, and to complete the plant establishment period.

The contractor has filed approximately \$650,000 worth of Notices of Potential Claim that are still unresolved. Therefore, it is possible that another supplemental allocation will be required after the claims process is completed.

REASONS FOR COST INCREASE:

Since October 2012, the following changes have occurred, resulting in the need for an additional \$560,000 to complete construction:

- Item Overruns – A lawsuit was filed regarding a private access road that was part of the construction contract. As a result of the lawsuit, a wider and thicker access road was required, which increased the roadway excavation and cement treated base quantities. The additional cost of roadway excavation and cement treated base was \$245,000.
- Utility Delays – The previous supplemental allocation addressed delays claimed by the prime contractor. This supplemental allocation addresses an additional \$150,000 of delays claimed by a subcontractor. Prior to the previous supplemental allocation, the subcontractor had indicated verbally that they had no additional costs. Subsequently, the subcontractor filed a claim and provided substantiating documentation requiring payment.
- New Claims – The contractor has filed 80 new claims since the previous supplemental allocation. Five of those claims have been resolved totaling \$98,000. The largest of these claims, for \$69,000, compensated the contractor for aggregate base. As-built plans used to design the project indicated existing material, under the asphalt concrete, that could be re-used on the project. That material did not exist, so additional material had to be imported, and the cost of excavation increased.
- Temporary Drainage Facilities – The cost of providing temporary drainage during the life of the contract has increased by \$40,000 due to construction delays.

- Saturated Subgrade – The contractor encountered unanticipated saturated subgrade. A \$27,000 change order was issued to install a mattress drain to remove the excess water.

Lessons learned from this project include implementation of better project contingency cost controls, early resolution of contract change orders and potential claim issues, completion of utility work in advance of construction, and improved utility agreements. These lessons have been implemented in the management and oversight of the San Juan Road Interchange project in Monterey County.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$560,000 to complete construction.

OPTION B: Deny this request. Under this option, the Department would not be able to pay the contractor for work already completed. The contractor would be able to file a claim against the State, and if successful, the Department would be required to pay the outstanding balance with interest.

RECOMMENDED OPTION:

The Department recommends that this request of \$560,000, as presented in Option A above, be approved to complete construction.

REVISE: Salinas Road Interchange Project (PPNO 0032G):

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Monterey	5	0032G	31592	CO	2008-09	99.9	R101.5	1					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Transportation Agency For Monterey County												
Project Title:	Salinas Road Interchange												
Location	Near Watsonville, from just south of Jensen Road to Trafton Road.												
Description:	Construct interchange and convert 2-lane highway to 2-lane expressway with access control and frontage roads.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	11,053	9,945	1,108					4,680	938	1,558	2,950	757	170
Change	560	0	0	560				0	560	0	0	0	0
Proposed	11,613	9,945	1,108	560				4,680	1,498	1,558	2,950	757	170
IIP													
Existing	1,510	1,510								1,510			
Change	0	0								0			
Proposed	1,510	1,510								1,510			
State Bond (CMA)													
Existing	18,568	18,568							14,140				4,428
Change	0	0							0				0
Proposed	18,568	18,568							14,140				4,428
Total													
Existing	31,131	30,023	1,108	0				4,680	15,078	3,068	2,950	757	4,598
Change	560	0	0	560				0	560	0	0	0	0
Proposed	31,691	30,023	1,108	560				4,680	15,638	3,068	2,950	757	4,598

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5g.(2a)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B STATE ROUTE 99 PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-A-1314-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$43,800,000 for the locally administered Proposition 1B State Route 99 (SR99) Pelandale Interchange Reconstruction (PPNO 9460) project in Stanislaus County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SR99 project on the State Highway System totaling \$43,800,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$43,800,000 be allocated from the Budget Acts of 2012 and 2013, Budget Act Item 2660-304-6072 for one locally administered Proposition 1B State Route 99 Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5g.(9)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED HIGHWAY-RAILROAD
CROSSING SAFETY ACCOUNT PROJECTS
RESOLUTION GS1B-A-1314-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$500,000 for the locally administered Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program Woodley Avenue Grade Crossing Safety Improvements project, in Los Angeles County.

ISSUE:

The attached vote list describes one locally administered Proposition 1B HRCSA project totaling \$500,000, plus \$500,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$500,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-104-6063 for one locally administered Proposition 1B Highway-Railroad Crossing Safety Account Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Highway-Railroad Crossing Safety Account Program.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
RTPA/CTC		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
2.5g.(9) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects		Resolution GS1B-A-1314-01		
1	Woodley Avenue Grade Crossing Safety Improvements. In Los Angeles County in the city of Los Angeles on the Woodley Avenue Grade. Install pre-signal for southbound traffic and interconnect the pre-signal with the train detection circuitry for Advance Preemption Time. Install traffic control and signal devices and reconstruct and lengthen existing medians. (CEQA -CE – 09/18/91) (Original Programming Resolution: GS1B-P-1213-01 – September 2012 (Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013) (Contributions from other sources: \$500,000.) <u>Outcome/Output:</u> The benefits to this project are improved safety at the crossing due to a reduction in collisions; improved operations and better flow; reduction of train delays; reduced emissions and air pollutants, including particulates, as a result of less engine idle times when incidents do occur.	75-Rail HRCSA/13-14 CONST \$500,000 0014000026	2012-13 104-6063 HRCSA 20.30.010.400	\$500,000
Southern California Regional Rail Authority LACMTA 07-Los Angeles				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5h.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2013-14 LOCAL ASSISTANCE LUMP SUM ALLOCATION – FEDERAL FUNDS RESOLUTION FM-13-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$1,505,578,000 to the Department for the Division of Local Assistance's federal subvention budget for Fiscal Year (FY) 2013-14.

ISSUE:

The Department is requesting that the Commission allocate the federal portion of Local Assistance subvention funds in the amount of \$1,505,578,000, which is consistent with Budget Act Item 2660-102-0890(1) from Senate Bill 95 of 2013. This trailer bill amended the Budget Act of 2013.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) federal authorization plan was approved on July 6, 2012, and consolidated many of the local subvention sub-programs into four major federal programs. The Department is requesting \$1,279,306,000 in federal allocations for the following four major programs:

- \$221 million for the National Highway Performance Program (NHPP), which funds locally-administered National Highway System bridges.
- \$535 million for the Surface Transportation Program (STP), which funds the Regional Surface Transportation Program (RSTP) and includes a \$75 million set aside for bridges that are off the State Highway System.
- \$449 million for the Congestion Mitigation and Air Quality Program (CMAQ).
- \$74 million for the Highway Safety Improvement Program (HSIP), which funds safety programs.

In addition, the Department is requesting \$226,272,000 to fund discretionary programs, Demonstration projects, Emergency Relief, and miscellaneous federal programs that are available under MAP-21 and previous Federal Highway Acts.

BACKGROUND:

The Department's Division of Local Assistance administers the state and federal local assistance subvention budget under authority of the Commission. Each year, the Department requests an annual lump sum allocation for these funds consistent with the annual Budget Act. At the June 2013 Commission meeting, the Commission allocated approximately \$104 million of state subvention funds, per Resolution FM-12-05.

The Department is requesting an allocation of approximately \$1.5 billion of federal subvention funds for the start of the federal fiscal year, which begins October 1, 2013. The allocation of these federal subvention funds will allow the Department to sub-allocate projects once the federal funds are made available by the Federal Highway Administration.

The guidelines for allocating, monitoring, and auditing of funds for local assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the Government Code. The Commission Resolution G-01-08 delegates the authority to the Department to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

RESOLUTION:

Resolved, that \$1,505,578,000 in federal funds be allocated from the Budget Act of 2013, Budget Act Item 2660-102-0890(1), in accordance with the table on the next page, bringing the total lump sum allocation for the FY 2013-14 Local Assistance subvention budget to \$1,609,641,000.

ALLOCATION OF FUNDS FOR FY 2013-14 LOCAL ASSISTANCE
(Dollars in Thousands)

	State	Federal	Total
<u>2660-102-0042(1)</u>			
Surface Transportation Program (STP) State Match and Exchange	\$57,849		\$57,849
Bridge Inspection	735		735
Railroad Grade Separations	15,000		15,000
Railroad Grade Crossing Maintenance	2,000		2,000
Miscellaneous Unassigned Local Programs	3,000		3,000
Freeway Service Patrol	25,479		25,479
Subtotal	\$104,063		\$104,063
<u>2660-102-0890(1)</u>			
National Highway Performance Program (NHPP) ¹		\$221,000	\$221,000
Surface Transportation Program (STP) ²		535,113	535,113
Congestion Mitigation and Air Quality Program (CMAQ)		449,193	449,193
Highway Safety Improvement Program (HSIP)		74,000	74,000
Discretionary Programs ³		226,272	226,272
Subtotal		\$1,505,578	\$1,505,578
Total Local Programs	\$104,063	\$1,505,578	\$1,609,641
June 11, 2013, State Allocation, FM-12-05			<u>- \$104,063</u>
Current Allocation Request			<u>\$1,505,578</u>

¹ Funding is reserved for State Highway System (SHS) bridges on the National Highway System (NHS). If a bridge is on the SHS, but not on the NHS; the local share of NHPP may be exchanged for the state share of STP.

² About \$75 million is set aside for bridges that are off the SHS and about \$58 million is budgeted to be exchanged on a dollar-for-dollar basis for State Highway Account funds (2660-102-0042(1)).

³ This funding is for discretionary programs, Demonstration projects, Emergency Relief, and miscellaneous federal programs for MAP-21 and previous Federal Highway Acts.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.6a.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP RAIL PROGRAM
PROJECTS
RESOLUTION MFP-13-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$4,400,000 for the locally administered Capital Corridor Fairfield/Vacaville Train Station (PPNO 75-6045K) State Transportation Improvement Program (STIP) Rail project, in Solano County.

ISSUE:

The attached vote list describes one locally administered STIP Rail project totaling \$4,400,000, plus \$57,000,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,400,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-301-0046 for one locally administered STIP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(1) Locally Administered STIP Rail Projects		Resolution MFP-13-01		
1 \$4,400,000 City of Fairfield MTC 04-Solano	<p>Capitol Corridor Rail Station, Fairfield/Vacaville Train Station. In Fairfield; construct train station with platforms, 300 space park and ride lot, electric vehicle charging facilities and other station facilities.</p> <p>(Concurrent Consideration of Funding under Resolution E-13-69; October 2013)</p> <p>(Time extension for FY 11-12 CON expires on October 31, 2013.)</p> <p>(Time Extension for FY 12-13 CON expires on June 30, 2014.)</p> <p>(Contributions from other sources: \$57,000,000.)</p> <p><u>Outcome/Output:</u> This project would be a new inter-modal stop for the Capitol Corridor, re-configure the main-line, siding and spur track geometry to improve track operations for both the passenger and freight services, and improve access and safety for pedestrians, bicyclists and the handicapped for travel to either side of the railroad tracks as well as the rail passenger platform.</p>	<p>75-6045K RIP/11-12 CONST \$4,000,000</p> <p>RIP-TE/12-13 RIP / 12-13 CONST \$400,000 0012000278 S</p>	<p>2013-14 301-0046 PTA 30.20.020.630</p>	\$4,400,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.6a.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Acting Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP RAIL PROGRAM
PROJECTS
RESOLUTION MFP-13-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$20,500,000 for the State administered Stockton to Escalon – Double Track Project (Segment 3) (PPNO 75-2030A) State Transportation Improvement Program (STIP) Rail project, in San Joaquin County.

ISSUE:

The attached vote list describes one State administered STIP Rail project totaling \$20,500,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$20,500,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-301-0046 for one State administered STIP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(2) State Administered STIP Rail Projects		Resolution MFP-13-02		
1 \$20,500,000 Department of Transportation SJCOG 10-San Joaquin	Stockton to Escalon - Double Track Project (Segment 3). Located on the San Joaquin Corridor between Milepost 1106.8 and 1110.6. Construct 3.8 miles of double track, including all necessary related infrastructure modifications on the BNSF Railway Company main line. (CEQA – MND, 2002; Re-Validation, 9/2012.) <u>Outcome/Output:</u> Project completion will improve the efficiency and on-time performance of intercity rail passenger services on the San Joaquin Corridor, which operates from Bakersfield to Oakland and Bakersfield to Sacramento. Improved efficiencies will enhance ridership and better serve the public need for mobility through alternative transportation choices.	75-2030A IIP/13-14 CONST \$20,500,000 0014000025 S	2013-14 301-0046 PTA 30.20.020.720	\$20,500,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.6d.
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: William D. Bronte
Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2013-14 INTERCITY RAIL OPERATIONS AND FEEDER BUS SERVICES RESOLUTION MFP-13-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution MFP-13-03 resolution allocating \$79,266,000 of Public Transportation Account (PTA) funds for support of the Department's intercity rail and feeder bus services on the Pacific Surfliner and San Joaquin routes for Fiscal Year (FY) 2013-14.

PROJECT DESCRIPTION:

RECIPIENT: Department of Transportation

FUNDED ACTIVITY: Department intercity passenger rail and feeder bus services with Amtrak. \$79,266,000 from the PTA will support the costs of Amtrak contracted service on the two State administered intercity rail routes in FY 2013-14 as follows:

- \$36,819,000 for the Pacific Surfliner Route (11 San Diego-Los Angeles daily round-trips, and five Los Angeles-Santa Barbara daily round-trips with two of these trips continuing to San Luis Obispo, plus three Amtrak Thruway bus routes).
- \$42,447,000 for the San Joaquin Route (four Bakersfield-Stockton-Oakland daily round-trips, and two Bakersfield-Stockton-Sacramento daily round-trips, plus 13 Amtrak Thruway bus routes).

BACKGROUND:

Department Administration of Intercity Rail Services -

Pursuant to Section 99316 of the Public Utilities Code, the Commission has responsibility for allocating funds for intercity rail operating support that are appropriated to the Department for this

purpose. Chapter 263 of the Statutes of 1996 (Senate Bill 457, Kelly) added Government Code Section 14031.8 and specifies that the Secretary of the Business, Transportation, and Housing Agency shall allocate intercity rail operating funds to those intercity rail routes administered by a local joint powers board. On July 1, 1998, the Capitol Corridor Joint Powers Authority assumed responsibility for administration of the Capitol Corridor.

On July 1, 2013 the Business, Transportation and Housing Agency became the California State Transportation Agency (CalSTA). Thus, the Secretary of CalSTA is responsible for allocating funds for that route.

Information is provided in this document on the Capitol Corridor, for purposes of comparison to the other two routes. Additionally, on a quarterly basis, the Department provides the Commission financial, ridership and on-time performance information for all three routes.

Intercity Rail Appropriation in the FY 2013-14 Budget:

Provision 1 of Item 2660-001-0046 of the FY 2013-14 Budget appropriates \$108,947,000 in PTA funds for intercity rail services. (The amounts for each route are not specified in the Budget.) The appropriation amount is based on Amtrak's contract estimates for State costs for rail services on the Pacific Surfliner, San Joaquin, and Capitol Corridor routes. The table below shows how these funds will be distributed among the three routes.

FY 2013-14 Budget Appropriation (Item 2660-001-0046) For State-Supported Intercity Rail Routes	
ROUTE	PTA FUNDS
Pacific Surfliner	\$36,819,000
San Joaquin	\$42,447,000
Allocation Request	\$79,266,000
Capitol Corridor	\$29,681,000
Budget Total	\$108,947,000

Allocation Amount:

Pacific Surfliner and San Joaquin Routes-

The Department is requesting an allocation of \$79,266,000 for the Pacific Surfliner and San Joaquin routes from the FY 2013-14 Budget. This allocation request will fund service on the two routes for Federal Fiscal Year (FFY) 2013-14 (October 2013 – September 2014). The table on the following page compares the funds requested in FY 2013-14 to those allocated in FY 2011-12 and FY 2010-11.

On October 16, 2008, the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 became law. Under the provisions of PRIIA Section 209, all short-distance Amtrak corridor services (of no

more than 750 miles between end points) must become state-supported routes and states must pay the proportional costs associated with their respective corridor routes.

For previous years the Pacific Surfliner corridor had been 30 percent funded by National Railroad Passenger Corporation (Amtrak). With PRIIA Section 209 becoming law the Department is now responsible for 100 percent of the Pacific Surfliner corridor funding. Also included with this are additional expenses; Capital Equipment Costs for both the Pacific Surfliner and San Joaquin corridors.

Trends in State Costs-

As reflected in the table below, combined State costs in FY 2012-13 for anticipated services on the San Joaquin and Pacific Surfliner routes are projected to be \$61,236,709. Total costs on all three routes have remained at \$90.3 million in FY 2010-11, FY 2011-12 and FY 2012-13. The amount for each route has changed only slightly in FY 2012-13 when compared to FY 2011-12.

FY 2011-12 through FY 2013-14 State Costs for State Supported Intercity Rail Routes (\$ in thousands)			
ROUTE	FY 2011-12 (Allocation)	FY 2012-13 (Allocation)	FY 2013-14 (Current request)
Pacific Surfliner	\$28,953	\$29,423	\$36,819
San Joaquin	\$31,788	\$31,814	\$42,447
State-Administered Routes -Totals	\$60,741	\$61,237	\$79,266
Capitol Corridor	\$29,606	\$29,110	\$29,681
All Routes - Totals	\$90,347	\$90,347	\$108,947

Allocation Transfer Between Routes-

The Commission has recognized in its allocation resolutions for prior years that actual expenditures by route may differ from the estimates provided in the allocation request. Thus, as in prior years, the Department requests the Commission grant the authority to transfer between the San Joaquin and Pacific Surfliner State-administered routes up to 10 percent of the amount allocated to each route, based upon actual expenditures or emergency situations. The Commission must approve changes above 10 percent prior to expenditure.

Financial Performance of Routes -

The table on the following page shows the projected financial performance of the three State-supported routes. Total expenses for State-supported services less revenues from passengers (ticket revenue plus food and beverage revenues) equal the net operating loss of services. For the three State-supported intercity routes, Amtrak anticipates total operating expenses of \$247 million and

revenues of \$146.2 million. The composite farebox ratio for the three State-supported routes is projected at 59 percent. (Farebox ratio equals revenues divided by total operating expense.) The farebox ratio for the Pacific Surfliner Route is projected at 69 percent, the San Joaquin Route at 53 percent and the Capitol Corridor at 52 percent.

Funding has been reserved for minor capital costs but is not included in the appropriation for State-supported intercity rail routes.

FY 2013-14 State-Supported Intercity Rail Routes Projected Financial Performance (\$ in thousands)				
	TOTAL EXPENSES	PASSENGER REVENUES	NET LOSS (STATE SUPPORT)**	FAREBOX RATIO*
Pacific Surfliner	\$102,363	\$70,168	\$36,819	69%
San Joaquin	\$84,025	\$44,839	\$42,447	53%
Capitol Corridor	<u>\$60,563</u>	<u>\$31,232</u>	<u>\$29,681</u>	<u>52%</u>
Totals	\$246,951	\$146,239	\$108,947	59%

* Minor capital expenses and carry over credits are not included in the calculation of the farebox ratio.

** Additional expenses of \$8.2 million in additional costs including Capital Equipment Costs are included in the total.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Commission Allocation Approval Fiscal Year (FY) 2013-14 Amtrak (Intercity Rail) Operating Support

Resolution MFP-13-03

- 1.1 WHEREAS, under Section 99316 of the Public Utilities Code, the California Transportation Commission (Commission) has responsibility for allocating intercity rail operating funds that are appropriated to the California Department of Transportation (Department) for State-administered intercity rail routes; and
- 1.2 WHEREAS, Provision 1 of Item 2660-001-0046 of the Budget Act of 2013-14 appropriates \$108,947,000 of Public Transportation Account (PTA) funds for intercity rail services; and
- 1.3 WHEREAS, Government Code Section 14031.8 specifies that the Secretary of the California State Transportation Agency shall allocate intercity rail operating funds to those intercity rail routes administered by a local joint powers board. On July 1, 1998, the Capitol Corridor Joint Powers Agency assumed responsibility for administration of the Capitol Corridor. Thus, the Commission does not allocate funds for that route; and
- 1.4 WHEREAS, \$29,681,000 in budgeted funds are reserved for the Capitol Corridor, and the remaining \$79,266,000 in budgeted funds are reserved for the San Joaquin and Pacific Surfliner routes; and
- 1.5 WHEREAS, the composite farebox ratio for the three State-administered routes is projected at 59 percent (revenues/total operating expense), while the farebox ratio for the Pacific Surfliner Route is projected at 69 percent, the San Joaquin Route at 53percent, and the Capitol Corridor at 52 percent; and
- 1.6 WHEREAS, the Commission recognizes that actual expenditures on the Pacific Surfliner and San Joaquin routes may differ from current estimates. For changes of 10 percent or less, the Department has total flexibility to transfer funds between the Pacific Surfliner and San Joaquin routes; changes above 10 percent must be approved by the Commission prior to expenditure. Transfers can be made based upon actual expenditures or emergency situations.

2.1 NOW, THEREFORE, BE IT RESOLVED, that a total of \$79,266,000 be allocated to the Department for intercity rail and feeder bus services with Amtrak, as follows:

Pacific Surfliner Route	\$36,819,000
<u>San Joaquin Route</u>	<u>\$42,447,000</u>
TOTAL	\$79,266,000

2.2 BE IT FURTHER RESOLVED, that authority is delegated to the Department to transfer funds between the Pacific Surfliner and San Joaquin routes if the changes are less than or equal to 10 percent; and

2.3 BE IT FURTHER RESOLVED, changes above 10 percent must be approved by the Commission prior to expenditure.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(1)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-06-08 WAIVER 13-42**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the time periods identified for each project on the attached document.

ISSUE:

The Commission allocated \$2,431,000 for the construction of three locally-administered State Transportation Improvement Program (STIP) projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Dinuba Tulare County PPNO 06-6537 Dinuba Downtown Streetscape “K” Street and Kern Avenue, TE Project	\$100,000	05/7/2013 FP-12-51 3 months 02/28/2014 Support
<p>The City of Dinuba (City) is requesting a three-month time extension to the period of contract award for the Downtown Plaza Streetscape Alta Heritage Square TE project. The City has experienced delays in advancing and advertising the project due to design and funding issues.</p> <p>The Commission allocated fund in May 2013. Following the allocation, the City discovered a few design issues affecting cross-slope compliance with Americans with Disabilities Act (ADA) standards. The City redesigned the project’s intersection and drainage features to comply with ADA standards. These modifications resulted in an increase to the overall project cost. The City secured additional local funds and submitted the Request for Authorization to Proceed with Construction (E-76) to the Department. The City anticipates receiving the E-76 by September 30, 2013, with the bid opening occurring in late November 2013 and award in January 2014. The City is requesting additional month to allow for any unforeseen issues. Therefore, the City requests a three-month extension to February 28, 2014.</p>			
2	SANDAG San Diego County PPNO 11-7421X Sweetwater Bikeway – Plaza Bonita Segment, TE Project	\$1,224,000	05/7/2013 FP-12-51 12 months 11/30/2014 Support
<p>The San Diego Association of Governments (SANDAG) is requesting a 12-month extension to the period of contract award for the Sweetwater Bikeway – Plaza Bonita Segment TE project. SANDAG experienced delays to advancing the project due to negotiations with the conservation corps, National City (City) concerns and coordination with San Diego Gas & Electric (SDG&E).</p> <p>SANDAG, under conditions of the projects funding, contacted the Urban Corps and California Conservation Corps for the opportunity to perform all or part of the project. The Urban Corps reviewed the project and after extensive negotiations, determined they would prefer to act as a subcontractor to a general contractor for the proposed work. As a result, negotiations with the Urban Corps took longer than anticipated and delayed the project approximately three months.</p> <p>The City and the owners of the Plaza Bonita Mall property expressed concern regarding the projects construction period. The City and property owners prefer construction to commence after January 14, 2014 to avoid traffic conflicts with the holiday season. This delays the project by approximately two months.</p> <p>However, in late May 2013, the City was informed that SDG&E was planning to construct a large transmission line in the vicinity of this project. SANDAG met with SDG&E and realized that their transmission line will be built along the same alignment, with work scheduled to begin on January 15, 2014 and conclude no later than June 30, 2014. Since there are possible risks to completing SDG&E’s work, SANDAG now anticipates advertising by July 1, 2014 and awarding by November 30, 2014 to allow for the completion of SDG&E’s work in the area. SANDAG will be monitoring SDG&E’s progress of work in the hope of advertising before the work is complete, but anticipates advertising no later than the completion of SDG&E’s work. If the project is awarded before August, 2014, work can be completed before the holiday season. Therefore, SANDAG is requesting a 12-month extension to November 30, 2014.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount Construction Only	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
3	City of Kingsburg Fresno County PPNO 06-B002Q Railroad Depot Restoration, TE project	\$1,107,000	05/7/2013 FP-12-51 6 months 05/31/2014 Support
<p>The City of Kingsburg (City) is requesting a six-month extension to the period of contract award for the Railroad Depot Restoration TE project. The City experienced delays in awarding the project due to concurrent work activities in the project's vicinity.</p> <p>The City is requesting additional time to award the project due to an ongoing waterline installation project within the vicinity of the proposed project. The waterline project will provide the depot with fire and water service once completed. The City explored having the projects constructed concurrently but determined that the project would interfere with one another. The City anticipates the waterline project to be completed by the end of December 2013. The City expects advertising and awarding the project by the end of February 2014. The City does not have a local funded contingency; therefore, if bids exceed the federally funded amount, the City will need additional time to develop strategies to reduce costs and rebid the project. Therefore, the City is requesting a six-month extension to May 31, 2014.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rihui Zhang
Acting Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM PROJECT, PER SLPP GUIDELINES WAIVER 13-43**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period contract award for the Proposition 1B State-Local Partnership Program (SLPP) projects on the attached document.

ISSUE:

The Commission allocated \$9,503,000 for the construction of five locally administered Proposition 1B SLPP projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In April 2010, the Commission adopted the Proposition 1B SLPP Guidelines (Resolution SLP1B-G-0910-002), which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. The SLPP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.

Attachment

**Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects**

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Calexico Imperial County The 5 th Street Repaving Project	\$515,000	03/5/2013 SLP1B-A-1213-18 6 months 03/31/2014 Support
	<p>The City of Calexico (City) is requesting a six-month extension to the period of contract award for the 5th Street Repaving Project. The 5th Street Repaving project will repave the existing roadway and replace the curbs, gutters and sidewalk on 5th Street between State Highway 111 and Heber Avenue. The City has experienced delays to advancing and advertising the project due to major repairs needed prior to the start of the project.</p> <p>During the preliminary engineering phase, the City inspected the condition of the existing waterline, sewer line and manholes located on 5th Street. After review of the findings, the City determined that the waterline, sewer line and four manholes are in major need of repair prior to the start of the 5th Street Repaving project. The City is expecting to advertise the project on November 15, 2013, and award the contract on January 7, 2014. The City is requesting additional time in case there are any issues that arise with the bid process.</p>		
2	City of Calexico Imperial County The Downtown Repaving Project	\$400,000	03/5/2013 SLP1B-A-1213-18 6 months 03/31/2014 Support
	<p>The City of Calexico (City) is requesting a six-month extension to the period of contract award for the Downtown Repaving Project. The Downtown Repaving project will repave the existing roadway and replace the curbs, gutters and sidewalks on Heber Avenue from 1st Street to 4th Street, Heffernan Avenue from 1st Street to 5th Street and Paulin Avenue from 2nd Street to 5th Street. The City has experienced delays to advancing and advertising the project due to major repairs needed prior to the start of the project.</p> <p>During the preliminary engineering phase, the City inspected the condition of the existing waterlines, sewer line and manholes located on Heber Avenue, Heffernan Avenue and Paulin Avenue, and the surrounding areas. After review of the findings, the City determined that some of the waterline, sewer line and several manholes need to be repaired prior to the start of the Downtown Repaving project. The City is expecting to advertise the project on November 15, 2013, and award the contract on January 7, 2014. The City is requesting additional time in case there are any issues that arise with the bid process.</p>		
3	City of Corona Riverside County Foothill Parkway Westerly Extension project	\$7,000,000	03/5/2013 SLP1B-A-1213-18 12 months 09/30/2014 Support
	<p>The City of Corona (City) is requesting a 12-month extension to the period of contract award for the Foothill Parkway Westerly Extension Project. The City experienced delays in awarding the project due to bids exceeding the funding programmed for the project.</p> <p>The bids for this project were opened on July 22, 2013; however, the bids exceeded the funding programmed for the project. The City is currently working with the Riverside County Transportation Commission to secure the additional funding needed to award the contract. The City anticipates awarding the contract by September 30, 2014.</p>		

**Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects**

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
4	City of Imperial Imperial County South N Street Reconstruction project	\$384,000	03/5/2013 SLP1B-A-1213-18 2 months 11/30/2013 Support
<p>The City of Imperial (City) is requesting a two-month extension to the period of contract award for the South N Street Reconstruction Project. The City experienced delays in awarding the project due to the existing infrastructure needing to be repaired prior to the start of the project.</p> <p>During the preliminary engineering phase the City inspected the condition of the existing infrastructure located on South N Street and the surrounding areas. After review of the findings, the City determined that some of the infrastructure needs to be repaired prior to the start of the South N Street project. The design was completed in August 2013. The City is expecting to advertise the project on September 5, 2013, and award the contract on September 25, 2013. The City is requesting this award extension in case any issues arise that would prohibit the City from awarding in September 2013.</p>			
5	City of Mission Viejo Orange County The Oso Parkway Widening project	\$1,204,000	05/7/2013 SLP1B-A-1213-22 6 months 05/31/2014 Support
<p>The City of Mission Viejo (City) is requesting a six-month extension to the period of contract award for the Oso Parkway Widening Project. The City experienced delays in awarding the project due to a concurrent project that offers the City an opportunity to partner for cost savings.</p> <p>The City of Mission Viejo has a concurrent project, the Watermarke Apartment project, which offers an opportunity for the City to partner with Watermarke on some improvement items. The extension is requested to allow the Watermarke Apartment project to complete grading prior to the start of this project, which would result in significant project savings. The Watermarke Apartment project is scheduled to be completed in February 2014. The City is expecting to advertise the project in March 2014 and award the contract in May 2014.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(3)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER RESOLUTION G-06-08 WAIVER 13-44**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve time extensions for the period indicated for two State Highway Operation and Protection Program (SHOPP) projects and one State Transportation Improvement Program Transportation Enhancement (STIP TE) project described on the attachment.

ISSUE:

On March 5, 2013, the Commission allocated \$900,000 for one STIP TE project, and on May 7, 2013, the Commission allocated \$9,773,000 for one SHOPP project. Additionally, on April 16, 2013, the Department allocated \$2,752,000 for one SHOPP project using its delegated authority. In accordance with Resolution G-06-08, the deadline to award contracts for projects allocated in March 2013 is September 30, 2013, for projects allocated in April 2013 is October 31, 2013, and for projects allocated in May 2013, is November 30, 2013. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the extension request.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, making the six-month period to award a permanent requirement under the State Transportation Improvement Program (STIP) Guidelines.

Attachment

2.8b.(3) Time Extension / Waiver - Contract Award Waiver 13-44

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Request	
								Months	until end of (month-yr)
1	08-0238L	0K310	SBD-95	Realign roadway and widen shoulders.	SHOPP	\$ 2,752	04/16/13	2	Dec-2013
<p>Reason for Delay: Bids for this project were opened on July 11, 2013. Delay to award due to bidder's qualification. The lowest bidder did not meet the federal DBE requirements. The Department is in the process of evaluating the lowest bidder good faith effort. This 2-month time extension will allow the Department sufficient time to conduct a reconsideration hearing and if found that the low bidder is non-responsive, award the contract to the second low bidder.</p>									
2	11-0972	07670	IMP-86	Construct maintenance facility.	SHOPP	\$ 9,773	05/07/13	6	May-2014
<p>Reason for Delay: Bids for this project were opened on June 13, 2013. The Department received bids that were significantly higher than the Engineer's Estimate and there was not sufficient funds to award the contract to the low bidder. The project is to be down scoped and re-advertised. This 6-month time extension will allow the Department sufficient time to re-advertise the project and award the contract by May, 2014.</p>									
3	10-0196	0S950	MER-99	Corridor Bridge Enhancement.	STIP TE	\$ 900	03/05/13	3	Dec-2013
<p>Reason for Delay: Bids were initially opened on June 25, 2013. Of the five bids received, the four lowest bidders did not meet the DBE requirements and were therefore disqualified. The fifth low bid was over the amount of funding available to the project. The Department re-advertised the project on July 29, 2013 and bids were opened on August 21, 2013. This 3-month time extension will allow the Department sufficient time to analyze the bids and award the project contract.</p>									

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(4)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER SLPP GUIDELINES WAIVER 13-45**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the request by City of Palm Desert (City) to extend the period of contract award for three months for the Proposition 1B State Local Partnership Program (SLPP) I-10/Monterey Interchange Improvement project (PPNO 0007J) in Riverside County.

ISSUE:

On May 7, 2013, the Commission allocated \$2,800,000 for one locally administered Proposition 1B SLPP project. In accordance with SLPP Guidelines, the deadline to award contracts for projects allocated in May 2013 is November 30, 2013. However, the City will not be able to meet this deadline and is requesting a three-month time extension, to February 28, 2014 to award the contract. The federal Authorization to Proceed (E-76) approval process has taken longer than expected. This three-month time extension will allow City sufficient time to acquire the E-76 authorization, advertise and award the project contract.

BACKGROUND:

In April 2010, the Commission adopted the Proposition 1B SLPP Guidelines (Resolution SLP1B-G-0910-002), which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. The SLPP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(5)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1A
HIGH-SPEED PASSENGER TRAIN BOND (HSPTB) PROJECTS, PER HSPTB GUIDELINES
WAIVER 13-46**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a six-month time extension for the period of contract award to May 31, 2014, for the Regional Connector Transit Corridor project, in Los Angeles County.

ISSUE:

On May 7, 2013, the Commission approved Resolution HST1A-A-1213-06 allocating \$114,874,000 in Proposition 1A High-Speed Passenger Train Bond (HSPTB) funds to the Los Angeles County Metropolitan Transportation Authority (MTA) for the Regional Connector Transit Corridor project. The MTA has been unable to award the third-party contract due to a delay in the procurement process of the Design-Build contract.

The delay is a result of amendments required during the Request for Proposal process, including updates to the design criteria and standards, as well as contract scope modifications. The project management team has taken all possible mitigation measures to limit any further changes to the procurement process. Therefore, MTA respectfully requests a six-month time extension for contract award to May 31, 2014.

BACKGROUND:

In February 2010, the Commission adopted Proposition 1A HSPTB Guidelines (Resolution HST1A-G-0910-01) which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8b.(6)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER SLPP GUIDELINES WAIVER 13-51**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the request by the San Bernardino Associated Governments (SANBAG) to extend the period of contract award for three months for a Proposition 1B State Local Partnership Program (SLPP) project to construct traffic and pedestrian safety improvements along Route 62 (PPNO 0225J) in San Bernardino County.

ISSUE:

On March 5, 2013, the Commission allocated \$723,000 for one locally administered Proposition 1B SLPP project. In accordance with SLPP Guidelines, the deadline to award contracts for projects allocated in March 2013 is September 30, 2013. However, SANBAG will not be able to meet the deadline and is requesting a three month time extension, to December 31, 2013 to award the contract. The federal Authorization to Proceed (E-76) approval process has taken longer than expected for the local SAFETEA-LU DEMO funds. This three-month time extension will allow SANBAG sufficient time to acquire the E-76 authorization, advertise and award the project contract.

BACKGROUND:

In April 2010, the Commission adopted the Proposition 1B SLPP Guidelines (Resolution SLP1B-G-0910-002), which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. The SLPP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.

2.8c.(1)

**REQUEST TO EXTEND THE PERIOD OF
PROJECT COMPLETION FOR THE
NORTH TORREY PINES LBSRP PROJECT**

INFORMATION ON THIS ITEM
WILL BE AVAILABLE PRIOR TO THE OCTOBER 8, 2013
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8c.(2)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR STIP
TRANSIT PROJECTS, PER STIP GUIDELINES
WAIVER 13-48**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) extend the period of project completion by three months, to November 30, 2013, for the Antelope Valley Sealed Corridor project (PPNO 4024), in Los Angeles County.

ISSUE:

On August 11, 2010, the Commission approved Resolution MFP-10-03 allocating \$2,000,000 to the Southern California Regional Rail Authority (SCRRA) for the Antelope Valley Sealed Corridor project. Completion of the project is pending due to an unanticipated delay in the upgrade of the AC power service, which will allow for the new crossings arms and pedestrian gates to be activated. This upgrade must be performed by the Los Angeles Water and Power Department (LADWP), however, the SCRRA has been unable to get confirmation from the LADWP as to when the power upgrade will be complete.

Therefore, the SCRRA is requesting a three-month extension to the period of project completion to extend the deadline to November 30, 2013.

BACKGROUND:

Current State Transportation Improvement Program guidelines stipulate that a local agency has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8c.(3)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND AND PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM PROJECTS, PER HSPTB AND SLPP GUIDELINES WAIVER 13-49**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a 20-month time extension for the period of project completion to June 30, 2015, for the Metrolink Positive Train Control (PTC) project in Los Angeles, Orange, Ventura, San Bernardino, Riverside and San Diego Counties.

ISSUE:

The following are Commission approved Resolutions allocated under Proposition 1A High-Speed Passenger Train Bond (HSPTB) and Proposition 1B State-Local Partnership Program (SLPP) to the Southern California Regional Rail Authority (SCRRA) for the Metrolink PTC project:

- HST1A-A-1011-03 approved January 20, 2011 for \$12,200,000
- HST1A-A-1112-0001 approved August 10, 2011 for \$22,800,000
- SLP1B-A-1011-03 approved January 20, 2011 for \$10,000,000
- SLP1B-A01112-0001 approved August 10, 2011 for \$10,000,000

The SCRRA will not be able to fully expend the allocated funds by the deadline due to industry delays in finalizing the PTC software necessary for commuter and freight railroads that share the rail network. Such delays have had a ripple effect on the overall program and implementation of this new safety train technology including, federal certification, system testing and acceptance and project close-out. Therefore, SCRRA respectfully requests a 20-month time extension for the period of project completion to June 30, 2015.

BACKGROUND:

In July 2009 and February 2010, the Commission adopted the Proposition 1B SLPP and Proposition 1A HSPTB Guidelines (Resolutions SLP1B-G-0809-01 and HST1A-G-0910-01), which require the implementing agency to request a time extension if the project will not meet project completion

within 36 months. The SLPP and HSPTB Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline on time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.8c.(4)
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR PROPOSITION
116 RAIL PROGRAM PROJECTS
WAIVER 13-50**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a 20-month time extension for the period of project completion to June 30, 2015, for the Metrolink Positive Train Control (PTC) project, in Los Angeles, Orange, Ventura, San Bernardino, Riverside and San Diego Counties.

ISSUE:

On May 20, 2010, the Commission approved Resolution BFP-09-06 allocating \$32,715,778 in Proposition 116 funds to the Southern California Regional Rail Authority (SCRRA) for the Metrolink Positive Train Control project. The SCRRA will not be able to fully expend the allocated funds by the deadline due to industry delays in finalizing the PTC software necessary for commuter and freight railroads that share the rail network. Such a delay has had a ripple effect on the overall program and implementation of this new train safety technology including federal certification, system testing and acceptance and project close-out.

Therefore, SCRRA respectfully requests a 20-month time extension for the period of project completion to June 30, 2015.

BACKGROUND:

Current Proposition 116 Rail Guidelines stipulate that a local agency has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.