ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

August 27, 2015

San Diego, California

Tuesday, August 25, 2015

4:00PM **Public Forum on Transportation**
Caltrans D11 Offices
Garcia Auditorium
4050 Taylor Street
San Diego, CA

Wednesday, August 26, 2015

9:00AM **Road Charge Technical Advisory Committee**
SANDAG Boardroom
401 B Street, Suite 800
San Diego, CA

5:30PM **Commissioners' Dinner**
5197 Terraza Quintana
San Diego, CA

Thursday, August 27, 2015

9:00AM **Commission Meeting**
Hilton San Diego Mission Valley
Kensington Ballroom
901 Camino Del Rio South
San Diego, CA

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

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

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 Doug Remedios 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 or other 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), Active transportation Program (ATP), Intercity Rail(ICR)

Next regularly scheduled CTC Meeting is on October 21-22, 2015 in Oakland (Subject to change)

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Lucy Dunn	I	C
2	Welcome to the Region	1.12	Jack Dale	I	R
3 8 Ayes	Resolution of Necessity - Appearance --06-Fre-99-PM 24.6 Mental Health Systems, Inc., a California Non-Profit Corporation	2.4a.	Stephen Maller Sharri Bender Ehlert Michael Whiteside	A	D
4	Approval of Minutes for June 25, 2015	1.2	Lucy Dunn	A	C
5	Commissioners' Meetings for Compensation	1.5	Lucy Dunn	A	C
	REPORTS				
6	Executive Director • Commission Recognition • Proposition 1B Report	1.3	Will Kempton	A	C
7	Commissioners	1.4	Lucy Dunn	A	C
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
9	Caltrans Director and/or Chief Deputy Director	1.7	Malcolm Dougherty	I	D
10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
11	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
12	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
13	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
	POLICY MATTERS				
14	Consideration of State and Federal Legislative Matters	4.1	Carrie Pourvahidi	A	C
15	Update on the Budget and Allocation Capacity	4.2	Laurel Janssen Steven Keck	I	D
16	Update on the 2015 Report of State Transportation Improvement Program (STIP) Balances, County and Interregional Shares	3.5	Laurie Waters	I	C
17	Adoption of the 2016 STIP and Aeronautics Account Fund Estimates	4.8	Laurel Janssen Steven Keck	A	C/D
18	Hearing on the 2016 STIP Guidelines	4.6	Laurel Janssen	I	C
19	Adoption of the 2016 State Transportation Improvement Program Guidelines	4.7	Laurel Janssen	A	C
20	Approval of the Statewide Consensus Principles for the Federal Surface Transportation Reauthorization	4.15	Carrie Pourvahidi Giles Giovinazzi	A	D
21	Update on the Road Charge Technical Advisory Committee and Pilot Program	4.3	Carrie Pourvahidi	I	C
22	Update on the Public Forums on Transportation	4.20	Carrie Pourvahidi	I	C
23	Comments to the California Sustainable Freight Strategy	4.17	Carrie Pourvahidi	A	C
24	Presentation on the 25th Annual Intelligent Transportation Society of America Meeting	4.18	Malcolm Dougherty	I	D
25	Update on the 2015 Active Transportation Program	4.11	Laurie Waters	I	C
26	Update on the California Transportation Plan (CTP) 2040	4.16	Carrie Pourvahidi Katie Benouar	I	D
27	Approval of the Interregional Transportation Strategic Plan (ITSP)	4.13	Laurel Janssen Katie Benouar	A	D
28	Presentation on the 2016 Facilities Infrastructure Plan (Five Year Capital Plan)	4.12	Stephen Maller Glenn Yee	I	D
29	Presentation on the Transit and Intercity Rail Capital Program Grant Awards *(Related Item under Tab 86)*	4.14	Laurel Janssen Chad Edison	I	T
	INFORMATION CALENDAR		Stephen Maller		
30	**Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $35,535,000 for 21 projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $29,699,000 for 11 projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $1,000,000 for one project.	2.5f.			
31	Monthly Report on Projects Amended into the SHOPP by Department Action.	3.1			
32	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08.	3.2a.			

Tab #	Item Description	Ref. #	Presenter	Status*	
33	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08.	3.2b.			
34	Monthly Status of Construction Contract Award for Local Assistance ATP projects, per Resolution G-14-05.	3.2c.			
35	Reports on the Fiscal Year 2014 –15 Aeronautics Airport Improvement Program and Acquisition & Development Program.	3.3			
36	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			
37	Update on the Toll Bridge Seismic Retrofit Program – 2015 Second Quarter Progress and Financials.	3.7			
38	Quarterly Report on Commission's Comments for Notices of Preparation and Draft Environmental Impact Reports.	4.10			
	CONSENT CALENDAR		Stephen Maller		
39	**Future Consideration of Funding Resolutions** 01-Hum-101, PM 110.58/113.76 Lagoons Slip and Slide Project Repair storm damage on U.S. 101 in Humboldt County. (MND) (PPNO 2340) (SHOPP) 01-Lak-29, PM 0.17 Saint Helena Creek Bridge Scour Project Install erosion control improvements on an existing bridge on SR 29 in Lake County. (ND) (PPNO 3087) (SHOPP) 01-Men-101, PM 89.2 Cedar Creek Arch Culvert Repair Project Improve existing culvert on U.S. 101 in Mendocino County. (MND) (PPNO 4573) (SHOPP) 01-Men-101, PM 47.1/47.3 Sherwood Road Geometric Upgrade Project Construct roadway improvements on a portion of U.S. 101 in Mendocino County. (ND) (PPNO 0125Z) (STIP) 02-Plu-70, PM 50.9/51.6 Spring Garden Bridge and Overhead Rehabilitation Project Rehabilitate existing bridge on State Route 70 in Plumas County. (ND) (PPNO 3212) (SHOPP) 03-But-191, PM 6.8/8.6 Butte 191 Curve Correction Project Construct roadway improvements including curve corrections on a portion of SR 191 in Butte County. (MND) (PPNO 2705) (SHOPP) 03-Yol-16, PM 20.5/31.6 State Route 16 Safety Improvement Project Construct roadway improvements on a portion of SR 16 in Yolo County. (MND) (PPNO 8655A) (SHOPP) 04-SCl-152, PM 13.8/14.7 State Route 152 Shoulder Widening Project Construct roadway improvements including widening existing shoulders on a portion of SR 152 in Santa Clara County. (MND) (PPNO 0730F) (SHOPP)	2.2c.(1)			

Tab #	Item Description	Ref. #	Presenter	Status*	
	06-Tul-198, PM R4.2/R4.9 and 6.8/8.3 Visalia Median Barriers Project Construct median barriers on a portion of SR 198 in Tulare County. (MND)(PPNO 6713) (SHOPP) 08-SBd-138, PM R17.1/R19.2 State Route 138 Two-Lane Realignment Project Realign a two-lane portion of SR 138 in San Bernardino County. (ND) (PPNO 0237P) (SHOPP) 08-SBd-247, PM 9.6/20.3 State Route 247 Shoulder Widening and Rumble Strip Project Roadway improvements including shoulder widening on a portion of SR 247 in San Bernardino County. (MND) (PPNO 0253F) (SHOPP) 10-Ama-49, PM 17.0/17.5 State Route 49 and Main Street/Shenandoah Road Intersection Improvement Project Intersection improvements on SR 49 and Main Street in Amador County. (MND) (PPNO 3075) (SHOPP) 10-SJ-580, PM L0.1/15.3, 10-SJ-132, PM 0.0/0.45 State Route 580 Roadway Rehab and ITS Elements Project Install Intelligent Transportation System elements on a portion of I-580 in San Joaquin County. (MND) (PPNOs 0164, 3068 and 7901) (SHOPP)	2.2c.(1) (con't)			
40	**Relinquishment Resolutions** 08-Riv-215-PM 38.9/39.7, Right of way along Route 215 on Sycamore Canyon Road and Central Avenue, in the county of Riverside. 08-Riv-10-PM 33.1, Right of way along Route 10 at Indian Canyon Road and 20th Avenue, in the city of Palm Springs. 10-Mer-99-PM 11.3, Right of way along Route 99 at Mission Avenue, in the county of Merced. 11-SD-5-PM R37.1, Right of way along Route 5 at Marine View Drive, in the city of Solano Beach. 03-Sut-99-PM 10.8, Right of way along Route 99 at Power Line Road, in the county of Sutter. 03-Sut-99-PM 22.6/25.6, Right of way along Route 99 from O'Banion Road to Oswald Road, in the county of Sutter.	2.3c.			

Tab #	Item Description	Ref. #	Presenter	Status*	
41	**Vacation Resolutions** 05-SB-135-PM 13.0/13.2 Right of way adjacent to Route 135 just north of Santa Maria Way, in the city of Santa Maria. 09-Mno-395-PM 46.8 Right of way along Route 395 at Material Site No. 190, approximately 0.8 mile north of Route 120, in the county of Mono. 11-SD-5-PM R32.0 Right of way along Route 5 at 0.2 mile north of Carmel Mountain Road, in the city of San Diego.	2.3d.			
42	**Resolutions of Necessity** Resolutions C-21353 through C-21360	2.4b.			
43	**Director's Deeds** Items 1 through 22 Excess Lands – Return to State: $3,574,671 Return to Others: $0	2.4d.			
44	**Approval of Financial Allocation Amendments** Reduce the TCIF allocation for construction for Project 15 – San Gabriel Valley Grade Separation (PPNO TC15) in Los Angeles County from $263,938,000 to $233,778,000, to reflect project savings.	2.5g.(5a)			
45	Reduce the original TCIF allocation for construction for Project 88 – Baldwin Avenue Grade Separation (PPNO TC88) in Los Angeles County, from $33,559,000 to $28,659,000, to reflect project savings.	2.5g.(5b)			
46	Reduce the original TLSP allocation of $208,000 for one project in Marin County by $8,000, and the allocation of $76,126 for one project in Kings County by $5,000 for a total de-allocation of $13,000, to reflect construction savings.	2.5g.(7a)			
47	Reduce the original TLSP allocation of $1,489,000 for one Walnut Creek project in Contra Costa County by $28,000, to $1,461,000 to reflect construction savings.	2.5g.(7b)			
48	Reduce the original TLSP allocation of $120,000 for one project in Santa Cruz County by $23,000 and the allocation of $2,100,000 for one project in Fresno County by $141,000 for a total de-allocation of $164,000 to reflect construction savings.	2.5g.(7c)			
49	Reduce the original TLSP allocation of $3,113,000 for two San Diego Association of Governments projects in San Diego County, by $17,000 to $3,096,000 to reflect construction savings.	2.5g.(7d)			
50	Reduce the original TLSP allocation of $549,000 for one City of San Marcos – San Marcos Boulevard project by $9,000 and the allocation of $265,024 for one City of San Marcos – Rancho Santa Fe project both in San Diego County, by $1,000 for a total de-allocation of $10,000 to reflect construction savings.	2.5g.(7e)			
51	Reduce the original TLSP allocation of $124,000 for one project in Alameda County by $3,000, and the allocation of $1,550,000 for one project in Orange County by $31,000 for a total de-allocation of $34,000 to reflect construction savings.	2.5g.(7f)			
52	Reduce the original TLSP allocation of $1,450,000 for one Orange County Transportation Authority (OCTA) project in Orange County by $122,000 to $1,328,000 to reflect construction savings.	2.5g.(7g)			
53	Reduce the original Proposition 1B ICR/PTMISEA allocation for construction for the Wireless Network for Northern California IPR Fleet project (PPNO 75-2071) on the Capital and San Joaquin Corridors by $823,000, from $3,750,000 to $2,927,000 to reflect project savings. *(Related Item under Tab 61.)*	2.5g.(8)			

Tab #	Item Description	Ref. #	Presenter	Status*	
54	Amend Resolution FATP-1415-04, originally approved on March 26, 2015, for Project 37- SR-15 Commuter Bike Facility (PPNO 1126) in San Diego County.	2.5w.(2)			
55	Revise the Budget Year in the vote box for the SACOG Implement Intelligent Transportation System project (PPNO 3173) in Yolo County, under Resolution MFP-10-17, by moving the total allocation of $300,000 from FY 2009-10 to FY 2014-15.	2.6a.(1)			
56	Revise the Budget Year in the vote box for the Daly City BART Station Improvements project (PPNO 1003J) in San Mateo County, under Resolution MFP-10-23, by splitting the total allocation of $900,000 as $722,908 in FY 2009-10 and $127,091 in FY 2014-15.	2.6a.(2)			
57	Revise the Budget Year in the vote box for the Anaheim Regional Transportation Intermodal Center project (PPNO 9552) in Orange County, under Resolution MFP-10-12, by splitting the total allocation of $29,219,000 as $27,751,298 in FY 2009-10 and $1,467,701 in FY 2014-15.	2.6a.(3)			
58	Revise the Budget Year for two locally-administered STIP projects: 1) the Antelope Valley Line Sealed Corridor (PPNO 4024) splitting the total allocation of $12,000,000 as $8,098,817 in FY 2009-10 and $3,901,182 in FY 2014-15; and 2) the Metrolink System Wide Infrastructure Replacement and Upgrade project (PPNO 2921) splitting the total allocation of $1,500,000 as $322,137 in FY 2009-10 and $1,177,862 in FY 2014-15, under Resolution MFP-10-09, in Los Angeles and Ventura Counties.	2.6a.(4)			
59	**Approval of Technical Correction** Revise Resolution TFP-14-09, originally approved on June 25, 2015, for the State Administered Route 46 Widening – Segment 4A project (PPNO 3386C) in Kern County, to update the STIP fiscal year in the funding table for the TCRP amendment.	2.9			
60	**Approval for Proposition 1B Programs** Semi Annual Proposition 1B Status Report.	3.6			
61	Intercity Rail Improvement Program Amendment. *(Related Item under Tab 53.)*	4.21			
62	**Approvals for Aeronautics Programs** Capital Improvement Plan Element of the California Aviation System Plan.	4.4			
63	Amendment to the Acquisition and Development Program (A&D) and Airport Improvement Program (AIP).	4.22			
	END OF CONSENT CALENDAR				
	ENVIRONMENTAL MATTERS				
	Approval of Two Projects for Future Consideration of Funding				
64	12-Ora-405, PM 9.3/24.2, 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-405, PM 0.0/1.2, 07-LA-605, PM R0.0/R1.2 San Diego Freeway (I-405) Improvement Project One Express Lane (Toll) and one general purpose lane in each direction on a portion of I-405 in Orange and Los Angeles Counties. (FEIR)(PPNO 5054)(SHOPP)	2.2c.(2)	Teresa Favila Katrina Pierce	A	D
65	11 - San Diego County-South Bay Bus Rapid Transit Project A 21 mile Bus Rapid Transit route connecting Otay Mesa to downtown San Diego. (FEIR)(TIRCP)(PPNO CP003) *(Related Item under Tab 86.)*	2.2c.(3)	Teresa Favila	A	C
	Submittal of Notice for Availability for Comments				
66	07-LA-710, PM various State Route 710 Surplus Property Sales Sell surplus properties along the proposed 710 Improvement Project in Los Angeles County. (DEIR)	2.2b.	Teresa Favila Katrina Pierce	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	PROGRAM UPDATES				
	Amendment to the Proposition 1B Program				
67	Trade Corridors Improvement Fund Program: Add Project 114 – Fullerton Road Grade Separation Project.	4.5	Teresa Favila	A	C
	Amendment to the Proposition 1A Program				
68	Proposition 1A – High-Speed Passenger Train Bond Program Amendment. *(Related Item under Tab 85.)*	4.9	Laurel Janssen Bruce Roberts	A	C
	Notice of STIP Amendment				
69	Placer County requests an AB 3090 cash reimbursement to use local funds to replace $7,600,000 in RIP construction funds currently programmed FY 2016-17 for the Kings Beach Commercial Core Improvement – Gateway to the Core project (PPNO 1520), with a later reimbursement schedule.	2.1b.(2)	Laurel Janssen Bruce De Terra	I	D
	Amendment to the SHOPP Program				
70	Request to Amend 17 projects into the 2014 SHOPP program.	2.1a.	Stephen Maller Bruce De Terra	A	D
	ALLOCATIONS				
	Supplemental Funds Allocations				
71	Request of $1,600,000 in supplemental funds for the previously voted SHOPP Storm Water Mitigation project (PPNO 3453C) in El Dorado County to award the construction contract. The current SHOPP allocation is $7,843,000. This request for $2,000,000 results in an increase of 26.7 percent over the current allocation.	2.5e.(1)	Stephen Maller Amarjeet Benipal	A	D
72	Request of $697,000 in supplemental funds for the previously voted SHOPP Safety Improvements project (PPNO 6428) in Tulare County to award the construction contract. The current SHOPP allocation is $2,026,000. This request for $697,000 results in an increase of 34.4 percent over the current allocation.	2.5e.(2)	Stephen Maller Sharri Bender Ehlert	A	D
73	Request of $1,000,000 in supplemental funds for the previously voted SHOPP Bridge Seismic Restoration project (PPNO 0040E) in Alameda County to close-out the construction contract. The current SHOPP allocation is $64,693,000. This request for $1,000,000 results in an increase of 12 percent over the current allocation.	2.5e.(3)	Stephen Maller Bijan Sartipi	A	D
74	Request of $250,000 in supplemental funds for the previously voted Minor SHOPP Drainage System Restoration project (EA 0M580) in Orange County to close-out the construction contract. The current SHOPP allocation is $1,076,000. This request for $250,000 results in an increase of 23.2 percent over the current allocation.	2.5e.(4)	Stephen Maller Ryan Chamberlain	A	D
75	Request of $147,000 in supplemental funds for construction engineering for the Merced Corridor Bridge Enhancement project (PPNO 0196) in Merced County to close out the project. The current IIP allocation is $260,000. This request for $147,000 in IIP funds results in an increase of 57 percent over the current allocation.	2.5e.(5)	Stephen Maller Dennis Agar	A	D
	Aeronautics Project Allocation				
76	Request of $162,000 for the Marina Municipal Airport (Project No. Mon-10-15-1) California Aid to Airport Program – Acquisition and Development project, in Monterey County.	2.7a.	Teresa Favila Gary Cathey	A	D
	Active Transportation Program (ATP) Projects Allocations				
77	Request $6,986,000 for 15 Active Transportation Program projects.	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Minor Program Project Allocation				
78	Request of $577,000 for one Minor project (EA 0R060) at the Mojave Maintenance Station in Kern County.	2.5a.	Stephen Maller Bruce De Terra	A	D
	SHOPP Project Allocations:				

Tab #	Item Description	Ref. #	Presenter	Status*	
79	Request of $852,571,000 for 109 SHOPP projects, programmed in FY 14-15, as follows: *2.5b.(1a)*--$313,071,000 for 47 SHOPP projects. *2.5b.(1b)*--$539,481,000 for 62 projects amended into the SHOPP by Departmental action. *(Related Item under Tab 81.)*	2.5b.(1)	Stephen Maller Bruce De Terra	A	D
80	Request of $108,499,000 for nine SHOPP projects, programmed in FY 15-16, as follows: *2.5b.(2a)*--$21,716,000 for six SHOPP projects. *2.5b.(2b)*--$86,783,000 for three projects amended into the SHOPP by Departmental action, prior to July 1, 2015.	2.5b.(2)	Stephen Maller Bruce De Terra	A	D
	Federal Earmark - Interstate Maintenance Discretionary Program Project Allocation				
81	Request of $1,238,000 for the federal earmarked Interstate Maintenance Discretionary Program Colfax truck climbing lane project (PPNO 5067) in Placer County. *(Related Item under Tab 79.)*	2.5b.(4)	Stephen Maller Bruce De Terra	A	D
	STIP Project Allocations				
82	Request of $95,000 for the locally administered I-680 Sound Walls – Capitol Expressway to Mueller (PPNO 0521C) STIP project in Santa Clara County, on the State Highway System.	2.5c.(2)	Laurel Janssen Bruce De Terra	A	D
83	Request of $12,978,000 for 30 locally administered STIP projects off the State Highway System. *2.5c.(3a)* - $7,947,000 for nine STIP projects *2.5c.(3b)* - $5,031,000 for 21 STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D
	TCRP Project Allocations				
84	Request of $10,820,000 for two Tier 1 Traffic Congestion Relief Program projects.	2.6e.	Laurel Janssen Bruce De Terra	A	D
	Proposition 1A High Speed Passenger Train Bond (Urban/Commuter) Project Allocation				
85	Request of $5,319,000 for the Stockton Passenger Track Extension – Phase 2A (PPNO HR001) HSPTB Program project, in San Joaquin County. *(Related Item under Tab 68.)*	2.6f.(2)	Laurel Janssen Bruce Roberts	A	D
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocation				
86	Request of $51,608,000 for three Transit and Intercity Rail Capital Program projects. *(Related Items under Tabs 29 & 65.)*	2.6g.	Laurel Janssen Bruce Roberts	A	D
	Initial Allocations that Exceed the Programmed Amount by More than 20 Percent				
87	Request of $1,689,000 for one SHOPP Permanent Restoration project on Route 199 in Del Norte County (PPNO 1081). This project is currently programmed for $1,250,000 for construction. The programmed amount for construction of this project needs to be adjusted by $439,000 from $1,250,000 to $1,689,000 which is an increase of 35.1 percent over the original construction estimate. This is the initial allocation for this project.	2.5d.(1)	Stephen Maller Charlie Fielder	A	D
88	Request of $5,499,000 for one SHOPP Bridge Preventative Maintenance project on Route 103 in Los Angeles County (PPNO 4383). This project is currently programmed for $3,123,000 for construction. The programmed amount for construction of this project needs to be adjusted by $2,376,000 from $3,123,000 to $5,499,000 which is an increase of 76.1 percent over the original construction estimate. This is the initial allocation for this project.	2.5d.(2)	Stephen Maller Carrie Bowen	A	D
	TIME EXTENSION REQUESTS				
	Contract Award Time Extensions				
89	Request to extend the period of contract award for Linda Vista Safe Route to School project (PPNO 1150), in San Diego County, per ATP Guidelines.	2.8b.(2)	Laurel Janssen Rihui Zhang	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Tab #	Item Description	Ref. #	Presenter	Status*

Highway Financial Matters

$ 970,034,000	Total SHOPP/Minor Requested for Allocation
$ 13,073,000	Total STIP Requested for Allocation
$ 7,460,000	Total Active Transportation Program Funds Requested for Allocation
$ 4,094,000	Total Supplemental Funds Requested for Allocation
$ 994,661,000	Sub-Total Project Funds Requested for Allocation
$ 66,234,000	Delegated Allocations
$1,060,895,000	Sub-Total, Highway Project Allocations
$ 32,382,000	Contributions from Other Sources
$1,093,277,000	Total Value

Total Jobs Created: 19,674 *(Includes Direct, Indirect, and Induced)*

($ 36,271,000) Total Proposition 1B Bond De-Allocations Requested

Mass Transportation Financial Matters

$ 10,820,000	Total TCRP Requested for Allocation
$ 5,319,000	Total Proposition 1A Requested for Allocation
$ 51,608,000	Total Transit & Intercity Rail Program Requested for Allocation
$ 67,747,000	Total State Allocations

Total Jobs Created: 1,206 *(Includes Direct, Indirect, and Induced)*

Aeronautic Financial Matters

$ 324,000	Total TCRP Requested for Allocation
$ 324,000	Total State Allocations

PUBLIC DISTRIBUTION

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State Capitol, Room 2068
Sacramento, CA 95814

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

Executive Director
Mr. Will Kempton
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

1.12

WELCOME TO THE REGION

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer Lowden, Chief
Division of Right of Way
and Land Surveys

Subject: **RESOLUTIONS OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C- 21342 summarized on the following page.

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. The 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 an appearance before the Commission. The primary concerns and objections expressed by the property owner are the statutory authority for Caltrans to condemn property on this project, project will not result in greatest public use and least private injury, needs on this parcel could be avoided by moving the existing railroad tracks, a valid offer has not been made according to Government Coded Section 7267.2, and the organization's ability to continue operating its organization under the special use permit. The owner's objections and the Department's responses are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which he 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 Resolutions at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21342 - Mental Health Systems, Inc., a California Non-Profit Benefit Corporation
06-Fre-99-PM 24.6 - Parcel 86969-1, 2, 4, 5, 7, 8, 9, 10 - EA 2HT109.
RWC Date: 12/01/15; RTL Date: 01/10/16. Freeway - State Route 99 alignment for High Speed Rail. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for freeway construction, permanent easements for sound wall footing and maintenance purposes, and temporary construction easements to remove certain improvements which straddle the right of way line. Located in the city of Fresno at 2550 West Clinton Avenue. APN 442-081-26.

Attachments:
- Attachment A - Project Information
- Exhibit A1 and A2 - Project Maps
- Attachment B - Parcel Panel Report for - Mental Health Systems, Inc. (C-21342)
- Exhibit B1, B2, B3 and B4- Parcel Maps
- Attachment C – Resolution of Necessity- Mental Health Systems, Inc. (C-21342)

PROJECT INFORMATION

PROJECT DATA	06-Fre-99-PM 23.7-26.2 Expenditure Authorization 2HT109
Location:	At the northwest quadrant of the State Route 99 (SR 99) and West Clinton Avenue Interchange. 2550 West Clinton Avenue, Fresno, CA 93705
Limits:	From Clinton Avenue to Ashlan Avenue
Cost:	Programmed construction cost: $130,000,000 Current right of way cost estimate: $80,000,000
Funding Source:	STIP, Reimbursed, California High Speed Rail Authority
Number of Lanes:	Existing: Three lanes each way NB and SB 99 Proposed: Three lanes each way NB and SB 99
Proposed Major Features:	SR 99 Realignment for High Speed Rail (HSR) project with Clinton Avenue interchange modification and ramp closures of Princeton Avenue, Shields Avenue and Dakota Avenue.
Traffic:	Existing SR 99 (year 2012): 115,000 Annual Daily Traffic (ADT) Proposed: This project does not increase the capacity.

NEED FOR PROJECT

This SR 99 Realignment project is necessary to create adequate space for the proposed HSR facilities to locate between the Union Pacific Rail Road (UPRR) and the Department's right of way.

The HSR project is necessary to address increasing congestion. The capacity of California's intercity transportation system, including the central part of the San Joaquin Valley region, is insufficient to meet existing and future travel demands. Future congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. The interstate highway system, commercial airports, and conventional passenger rail system serving the intercity travel market are operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The feasibility of

expanding many major highways and key airports is uncertain and might be impractical or are constrained by physical, political and other factors.

Current Year traffic volumes are 115,000 and Design Year traffic volumes are not applicable since this is a replace in kind project.

PROJECT PLANNING AND LOCATION

The SR 99 Realignment project proposes to realign the section of SR 99 from Olive Avenue to Ashlan Avenue to the west. Associated with the SR 99 realignment, the existing Clinton Avenue Interchange including the Clinton Avenue Overcrossing will be reconstructed. To meet the HSR horizontal and vertical clearance requirements, the two existing bridge structures over UPRR tracks, at Clinton Avenue and Ashlan Avenues, will be replaced. Various local streets on the west side of SR 99 are modified or re-routed to accommodate the proposed modifications to the State Highway System (SHS).

The project construction cost is currently estimated at $130,000,000 with an additional $55,000,000 estimated for right of way and utility relocation.

The project is implementing a Construction Manager/General Contractor (CM/GC) delivery method that has allowed the Department to engage a construction manager (Granite Construction) through a competitive process during the design phase to provide constructability input.

This methodology provides the Department with greater flexibility in identifying potential for smaller work packages or phasing the project based on project constraints.

The Department is currently negotiating a price for the construction of the first phase of the project and working to obtain the necessary right of way for the first phase. The schedule for the first is phase is as follows;

Environmental Document	04/10/2012
Project Report Approved	03/15/2013
Right of Way Certification	08/07/2015
Ready to List	N/A
Advertise	01/24/2012
Begin Construction	08/01/2015

The Mental Health Systems right of way is needed for the second phase of construction. The schedule for the second phase is as follows:

Environmental Document	04/10/2012
Project Report Approved	03/15/2013
Right of Way Certification	10/01/2015
Ready to List	N/A
Advertise	01/24/2012
Begin Construction	11/01/2015

The full range of potential route alternatives considered during the alternatives development and analysis process for the HSR included five primary north-south routes between Merced and Fresno, four station alternatives for the Merced Station, two station alternatives in Chowchilla and Madera Station, and another six alternatives for the Fresno Station.

Those alternatives which were not carried forward had greater direct and indirect environmental impacts and the potential to cause undesirable growth patterns than those alternatives that closely follow existing transportation corridors. In the Preliminary Alternatives Analysis, Western Madera (A3) and UPRR/Burlington Northern Santa Fe (BNSF) Hybrid (A4) alternatives were removed from further consideration because they departed from existing transportation corridors, thereby causing new transportation corridors among highly productive agricultural lands. Doing so would have the potential to reduce the viability of surrounding farmlands, giving way to other uses such as other transportation and utility infrastructure that could result in unwanted and unplanned growth patterns.

The two alternatives identified to be carried forward for further study in the Preliminary Alternatives Analysis are the UPRR/SR 99 and the BNSF alternatives. Later, during the Supplemental Alternatives Analysis, the High Speed Rail Authority developed a “Hybrid Alternative” to take better advantage of existing transportation corridors, while reducing impacts on Chowchilla and Downtown Madera.

The UPRR/SR 99 Alternative (A2) was found to optimize travel time and minimize environmental impacts at the cost of a more elevated profile and potentially more community impacts than the other alternatives. The BNSF Alternative did not perform as well as the UPRR/SR 99 Alternative in terms of travel time performance and resulted in higher impacts on the natural and residential environment. However, the BNSF Alternative does provide an option to the UPRR/SR 99 Alternative that meets the project purpose and need while also adhering to all the project objectives. The Hybrid alternative’s more distant location from several

community centers allows the alternative to remain at-grade for most of its distance and to have a lower level of impact on commercial centers compared to the UPRR/SR 99 Alternative. This Hybrid Alternative also follows transportation corridors but avoids most communities between Merced and Fresno.

Three alternatives were considered when developing the SR 99 Realignment project to support the HSR project. The three alternatives considered were:

1) Tight Diamond
2) No Build Modified
3) Modified Tight Diamond

Alternative 1, the Tight Diamond, was selected due to fewer right of way impacts, better operations and less cost.

Alternative 2, the No Build was included in the Final EIR/EIS for the Merced-Fresno Section, however it was rejected as it did not meet the project Purpose and Need.

Alternative 3, the Modified Tight Diamond Alternative, is similar to Alternative 1. The alternatives are identical in the design of the SR 99 mainline realignment, the reconstructed Clinton Avenue overcrossing at SR 99 and Clinton Avenue structure over UPRR tracks, and the reconstructed Ashlan Avenue structure over UPRR tracks, but they differed in the proposed configuration of the Clinton Avenue interchange and the proposed disposition of the partial interchanges on SR 99 between Clinton Avenue and Ashlan Avenue.

Alternative 3 was rejected for the following reasons:

- The configuration required acquisition of two to three additional parcels, including as many as ten businesses and the Rescue the Children's Home and had geometric challenges.
- The impacts of improving the Shields Avenue interchange connections is considered undesirable and also would have resulted in greater right of way impacts changing the parcel from a partial take to a total take on a large hotel property located in the south east quadrant.
- Traffic operations of the alternative in the vicinity of the combined Clinton Avenue interchange and the proposed Shields Avenue interchange were less than desirable.

LOCATION MAP

Exhibit A1

Exhibit A1

Project Location

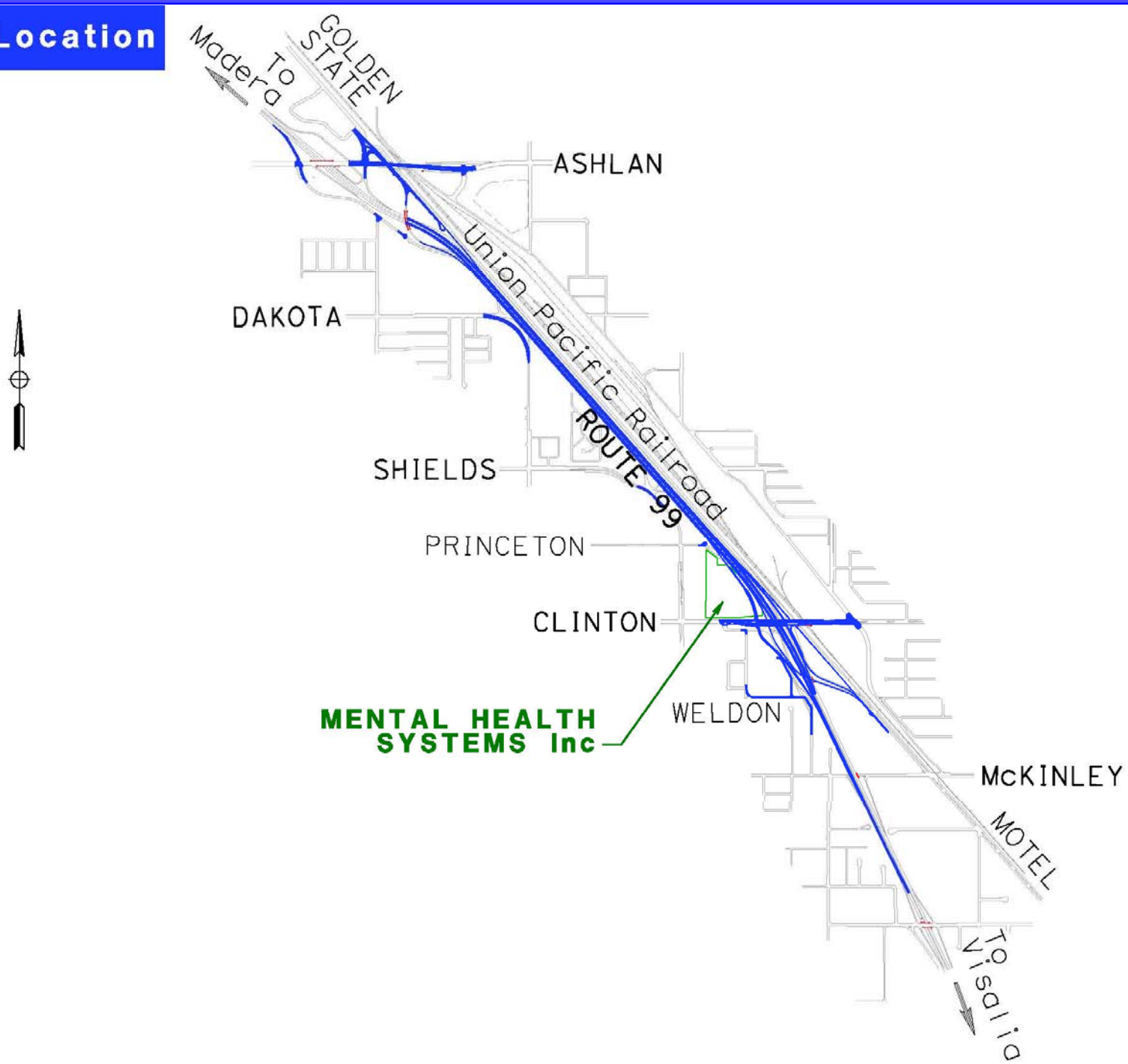


Exhibit A2

Exhibit A2

PARCEL PANEL REPORT

Property Owner:	Mental Health Systems, Inc.
Parcel Location:	At the northwest quadrant of the State Route 99 (SR 99) and West Clinton Avenue Interchange. 2550 West Clinton Avenue, Fresno, CA 93705
Present Use:	General Commercial. Zoned C-6. The current use is as a group housing facility that provides transitional housing, counseling, training, and daycare for female parolees, veterans, and homeless women and children. There are over 20 buildings that include 170 apartment units.
Area of Property:	17.59 Acres (AC), 766,220.4 Square Feet (SF)
Area Required:	Parcel 86969-1 – 2.26 AC – Fee Parcel 86969-2 – 344 SF – Permanent Footing Easement Parcel 86969-4 – 0.28 AC – Permanent Maintenance Easement Parcel 86969-5 – 0.03 AC – Permanent Footing Easement Parcel 86969-7 – 0.15 AC – Temporary Construction Easement Parcel 86969-8 – 0.08 AC – Permanent Maintenance Easement Parcel 86969-9 – 1.05 AC – Temporary Construction Easement Parcel 86969-10 – 0.28 AC – Temporary Construction Easement

PARCEL DESCRIPTION

The parcel, Department parcel 86969-1, -2, -4, -5, -7, -8, -9, -10 is identified as APN 442-081-26, currently zoned as general commercial, has an irregular shape and is used as a group housing facility. The property is located in the northwest quadrant of the SR 99 and West Clinton Avenue interchange off of the North Parkway Drive frontage road that runs alongside SR 99. There are two existing access points, one from North Parkway Drive and the other from West Clinton Avenue. The subject property is located in a generally level, urbanized area, and sits at grade. The subject property consists of 17.59 acres with approximately 12.23 acres that are developed and the remaining 5.3 acres are unimproved. There are over 20 single and two-story buildings on this property totaling 126,631 SF of building area, which houses 170 apartment units. The property also has two main parking lots. There are visible utilities within the property.

NEED FOR SUBJECT PROPERTY

A portion of the subject property is needed for the Phase 2 construction of this project.

The right of way requirements for the project include a 2.26 acres fee parcel to accommodate the realigned West Clinton Avenue off ramp; 344 square feet and 0.03 acre in permanent maintenance easements to construct the soundwall wall footing; 0.28 acre and 0.08 acre in permanent easements to provide future access to maintain the soundwall; 0.15 acre in temporary construction easement to reconstruct the existing driveway to match the new West Clinton Avenue profile;

As a result of the aforementioned project requirements, the northeast building structure is impacted. This structure is comprised of a group of four separate buildings separated by breezeways that share a common roof. Approximately 30 percent of the northeast building structure will be removed and refaced. Impacts to this building cannot be avoided. Two additional temporary construction easements, 0.28 acre and 1.05 acre, have been added to provide access to demolish the carport and a portion of the northeast building, and to reface the remainder.

The project requires a total of 45 parcels of right of way, six parcels in Phase 1, and 39 in Phase 2.

- Phase 1: Two parcels have a signed Right of Way Contract (RWC) and four parcels are in condemnation.
- Phase 2: 14 parcels have a signed RWC, 13 parcels are in condemnation, three parcels have approved Resolutions of Necessity, three parcels have yet to be assigned to a right of way agent, two parcels have requested an appearance, and there are four Railroad parcels.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in Fresno on May 6, 2015. The Panel members included Rene Fletcher, Panel Chair, Department of Transportation (Department) Headquarters (HQ) Division of Right of Way and Land Surveys (RW), Joann Georgallis, Department HQ Legal Division; Linda Fong, Department HQ Division of Design; and Paul Pham, Department HQ (RW), Secretary of the Panel. The owners included Ms. Kim Bond, CEO, Mental Health Systems, James C. Callaghan, Board of Directors, Mental Health Systems, Jeffrey M. Reid, Attorney, McCormick Barstow LLP.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owners related to their property due to the construction of the project as currently designed. The following include a description of the specific concerns expressed by the property owner, followed by the Department's response:

Owner:

The property owner contends the taking proposed is not consistent with the underlying law authorizing the High Speed Rail Authority (Authority) and the high-speed rail (HSR) project. The realignment of SR 99, and the resulting taking of the property, would not occur in the absence of the HSR project.

Department's Response:

In November 2008, California voters approved Proposition 1A, which provided bond funding to the HSR project, and in February 2010, the federal government awarded the Authority $2.25 billion in American Recovery and Reinvestment Act (ARRA) funding.

There has been no court injunction that has impeded the HSR system projects from moving forward based on any statutory requirement.

Owner:

The property owner contends the resolution is defective for failing to provide a rationale for future use, and construction on this parcel would begin within seven years.

Department's Response:

The SR 99 realignment project is a fully funded project. This project's construction will start in January 2016 and is targeted for completion in 2018. The Resolution on this parcel is not for a future use (as described under CCP 1240.220).

Owner:

The property owner contends the proposed taking will not result in the greatest public good or least private injury compared to reasonable alternatives.

Department's Response:

A full range of potential route alternatives were considered during the alternatives development and analysis process for the HSR project. The selected HSR alternative closely follows the existing transportation corridors and avoids most communities between Merced and Fresno.

Other alternatives, which were rejected, would have much larger footprint by adding new transportation corridors within highly productive agricultural land, taking away other uses such as other transportation and utility infrastructure that could result in unwanted and unplanned growth patterns. The selected HSR alternative was found to optimize travel time and minimize environmental impacts.

Three alternatives were considered when developing the SR 99 Realignment project to support the HSR project. The project was designed and studied through the environmental process in a manner that reflects the greatest public good and results in the least private injury. The Tight Diamond alternative for the SR 99 realignment project was selected due to fewer right of way impacts, better operations, and less cost.

Owner:

The property owner contends the overall HSR project fails to adhere to existing transportation corridors and rights of way, and causes substantial damage and displacement of property owners, including this property. The owner believes that alternatives for the project as it affects the property could be considered such as moving Union Pacific Railroad to the east.

Department's Response:

The HSR project adheres to the existing transportation corridor by fully utilizing the existing SR 99 right of way that borders the UPRR transportation corridor. Moving the UPRR freight rail and rail yard to the east is not feasible.

The Department's initial project design had greater impacts to this property, affecting both buildings along the eastern side of the parcel.

However, after meeting with the property representatives in March 2015 to gain a better understanding how the property is used, the Department redesigned the southbound off-ramp to West Clinton Avenue by shifting it further to the east by adding one retaining wall and modifying a second retaining wall to reduce the requirements on this property by 0.77 acres. Although shifting the off-ramp to the east may not be the optimized design for future traffic at this location, this is a reasonable risk to minimize the impacts to this property.

Owner:

The property owner contends the condemner has already committed to the taking and has a predetermined outcome, which is inconsistent with the obligations of the Commission.

Department's Response:

Under the selected alternative, this parcel has been identified as necessary for construction of the SR 99 realignment project by which adequate right of way would be provided for the HSR project. The selected alternative provides the greatest public good and the least private injury.

Despite these facts, Department was able to further reduce the impact on the owner's property by redesigning the off-ramp at West Clinton Avenue. However avoiding this property entirely is not possible.

Owner:

The property owner has also expressed concerns regarding the Conditional Use Permit required by the City of Fresno.

Department's Response:

The Department has discussed this with the City of Fresno and there has been no indication that the SR 99 project impacts to the property will affect the Conditional Use Permit, or preclude the property owner from continuing to operate and provide the services it provides.

Owner:

The property owner contends the Authority and Department may have failed adequately considering the historic nature of the property, the Commission should consider that historic value in weighing the costs and benefits of the proposed taking.

Department's Response:

The property is not deemed historic after being vetted through the environmental process and is not listed on the historic register.

Owner:

The property owner contends there is a significant issue to resolve the valuation of right of way being acquired.

Department's Response:

The owner may not agree with the methodology used by the State appraiser, which led to a different value than the independent appraisal obtained by the owner. However, the State appraiser has followed Department's Right of Way policies, procedures, and processes while appraising the subject property in both the initial appraisal and the revised one. The Department made the first written offer on November 18, 2014, a revised offer May 7, 2015, and a subsequent offer was made on July 21, 2015, all of which were in compliance with Government

Code 7267.2. Compensation issues are not within the purview of the Commission's consideration.

Owner:

The property owner contends that the Department's revised design did not address the ability for fire truck making the turn at the south end driveway.

Department's Response:

The Department has verified with the City of Fresno Fire Department that the proposed turn-radius at the location is sufficient. The Department forwarded the Fire Department's confirmation of adequate width to the owner on May 8, 2015.

Owner:

The owner is concerned about the noise level at the proposed retaining wall in the revised design.

Department's Response:

The noise level at this location will likely be reduced with the proposed grade separation. The Department has provided the owner with the relevant noise study on May 7, 2015.

Owner:

The property owner contends there are significant requirements of the Fresno Metropolitan Flood Control District that were not evaluated by Department.

Department's Response:

The Department re-evaluated the requirements by the Flood District, and set aside funding in an escrow account to cover the permitting costs.

Owner:

The property owner contends that the Department failed to make revised offer prior to the Condemnation Panel Review Meeting.

Department's Response:

After the District Condemnation Evaluation Meeting, District made a design change and eliminated the need that affects the southern building. The District Right of Way Appraisal Unit revised the appraisal to reflect the changes accordingly. Due to the complexity of the integrated land use, including the involvement with City Fire Department, the revised appraisal

was not completed in time for the District to make the revised offer prior to the meeting. However, the offer was made a day after the meeting.

Owner:

The property owner contends the appraisal methodology did not comply with Special Use status.

Department's Response:

The Department has revaluated the appraisal methodology and revised it accordingly. A new appraisal was completed on July 16, 2015. The Department made a revised offer to the Owner on July 21, 2015.

Owner:

The owner has previously requested the Department to handle the demolition and reface of the building.

Department's Response:

After reviewing the right of way requirements to accommodate the owner's request, the Department has added two additional temporary construction sub-parcels (-9 and -10) for the State's contractor entering onto the remainder to remove improvements straddling the proposed right of way line and cut-reface the northeast building.

DEPARTMENT CONTACTS

The following is a summary of contacts made with the property owners:

Type of Contact	Number of Contacts
Mailing of information	10+
Email of information	10+
Telephone contacts	10+
Personal / meeting contacts	4

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 the Government Code Section 7267.2. The property owners have 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 compliant 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
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING CONDEMNATION PANEL REVIEW
MEETING ON MAY 6, 2015

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair
Linda Fong, HQ's Division of Design, Panel Member
Joann Georgallis, HQ's Legal Division, Panel Member
Paul Pham, HQ's Right of Way, Panel Secretary

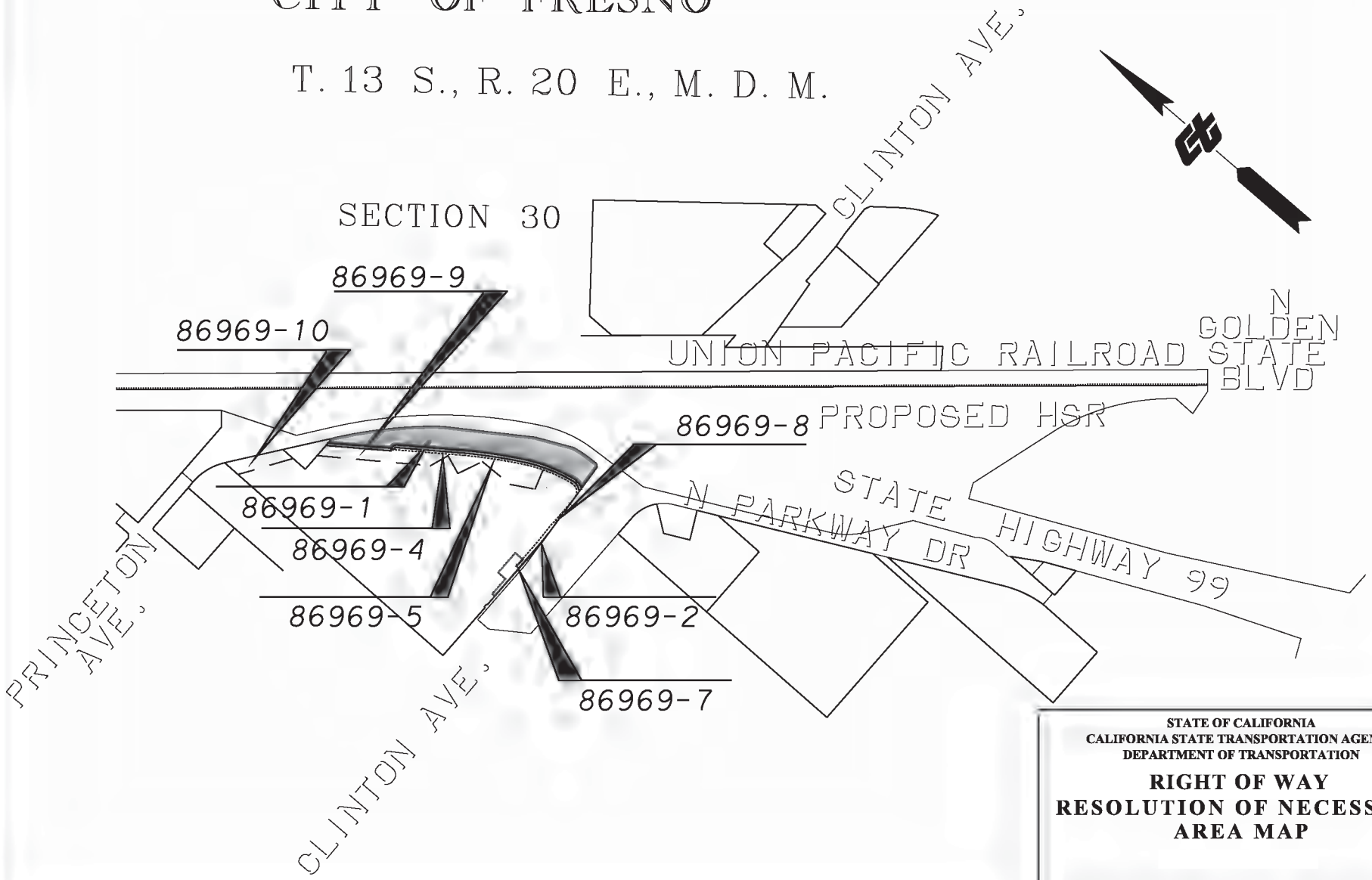
Kim Bond, CEO, Mental Health Systems
James C. Callaghan, Board of Directors, Mental Health Systems
Jeffrey M. Reid, Attorney for the Property Owner, McCormick Barstow LLP

Sharri Bender Ehlert, Department of Transportation, District 6, District Director
Jamie Lupo, District 6, Acting, Central Region Chief, Right of Way
Suzie Holdridge, District 6, Acting Project Delivery Manager, Right of Way
Samer Shaath, District 6, Deputy District Director, Program Project Management
Brian Everson, District 6, Central Region Chief, Project Development
Garth Fernandez, District 6, Project Management
Jun Xu, District 6, Project Development
Angela Chapa, District 6, Right of Way Agent

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

CITY OF FRESNO

T. 13 S., R. 20 E., M. D. M.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
RESOLUTION OF NECESSITY
AREA MAP

Exhibit B1

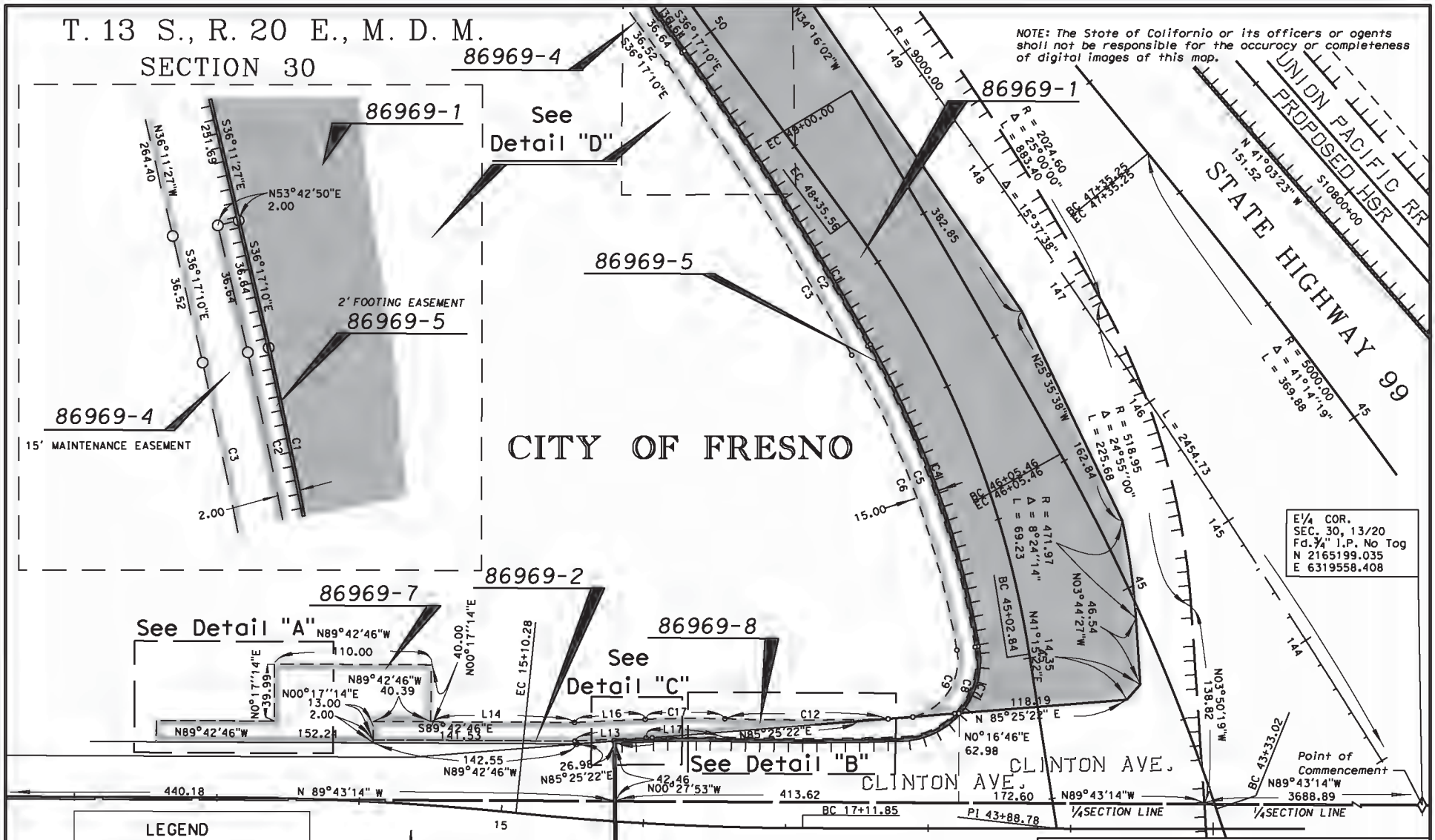
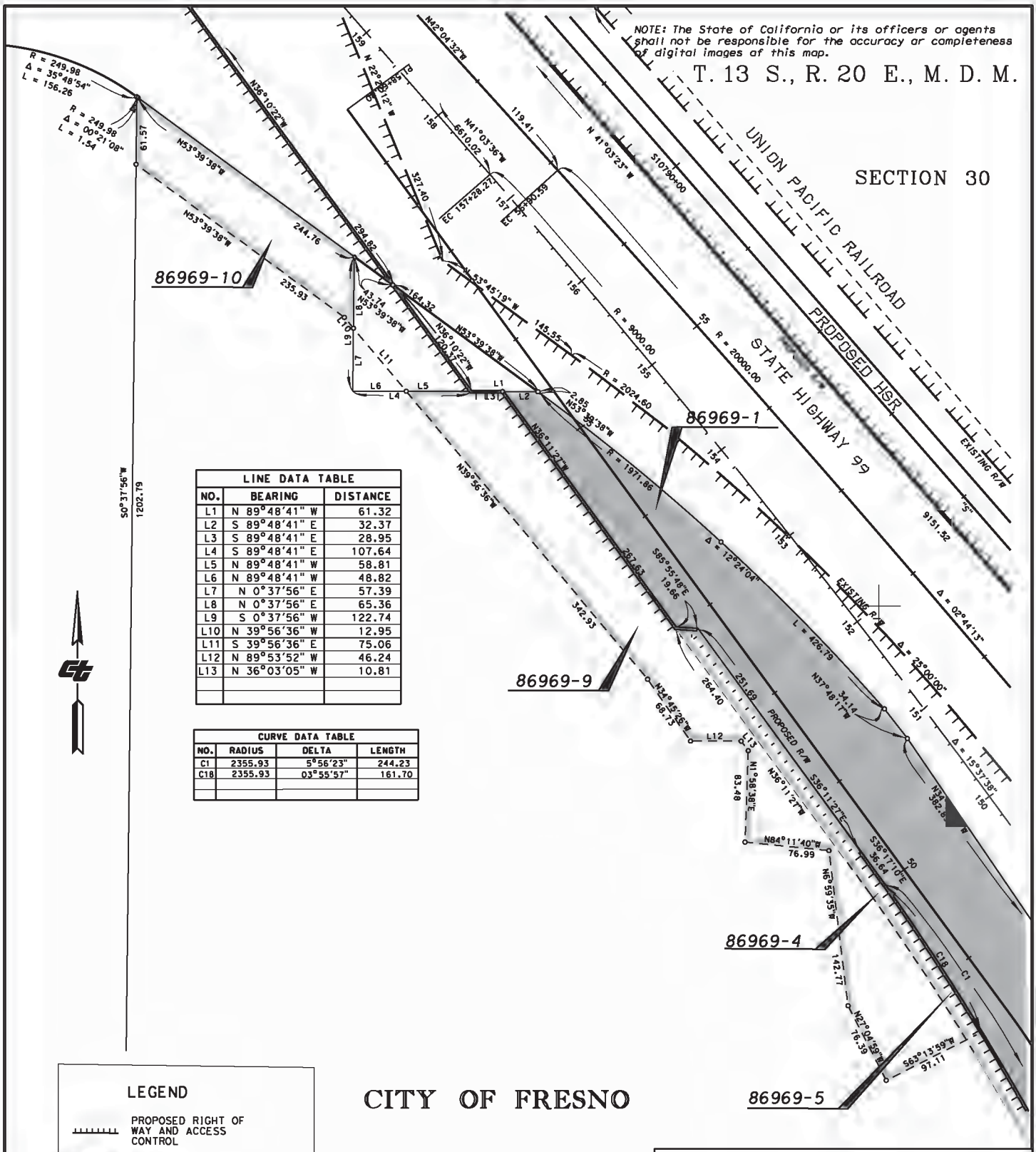

T. 13 S., R. 20 E., M. D. M.
SECTION 30
86969-4
86969-1
See Detail "D"
86969-5
2' FOOTING EASEMENT
86969-4
15' MAINTENANCE EASEMENT
CITY OF FRESNO
86969-7
See Detail "A"
86969-2
86969-8
See Detail "C"
See Detail "B"
CLINTON AVE.
UNION PACIFIC RR
PROPOSED HSR
STATE HIGHWAY 99
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
E¼ COR.
SEC. 30, 13/20
Fd. ¾" I.P. No Tag
N 2165199.035
E 6319558.408
Point of Commencement
¼ SECTION LINE
LEGEND
PROPOSED RIGHT OF WAY AND ACCESS CONTROL
PARCEL 86969-1 FEE AREA
PARCEL 86969-2, 5 FOOTING EASEMENT
PARCEL 86969-4, 8 MAINTENANCE EASEMENT
PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT
NOTES
Detail A, B, and C along with Line and Curve Tables are on EXHIBIT D
Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.
All distances are in feet unless otherwise noted.
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
RESOLUTION OF NECESSITY
FEET 0 25 50 100 150
DISTRICT 06
COUNTY FRE
ROUTE 99
SHEET PM 24.40
SHEET NO. 2
TOTAL SHEETS 4

Exhibit B2



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N 89°48'41" W	61.32
L2	S 89°48'41" E	32.37
L3	S 89°48'41" E	28.95
L4	S 89°48'41" E	107.64
L5	N 89°48'41" W	58.81
L6	N 89°48'41" W	48.82
L7	N 0°37'56" E	57.39
L8	N 0°37'56" E	65.36
L9	S 0°37'56" W	122.74
L10	N 39°56'36" W	12.95
L11	S 39°56'36" E	75.06
L12	N 89°53'52" W	46.24
L13	N 36°03'05" W	10.81

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	2355.93	5°56'23"	244.23
C18	2355.93	03°55'57"	161.70

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL 86969-1 FEE AREA
- PARCEL 86969-2, 5 FOOTING EASEMENT
- PARCEL 86969-4, 8 MAINTENANCE EASEMENT
- PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT
- PARCEL 86969-9, 10 TEMPORARY CONSTRUCTION EASEMENT

NOTES

Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

FEET 0 31.25 62.5 125 187.5

SCALE: 1"=125'

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.6	3	4

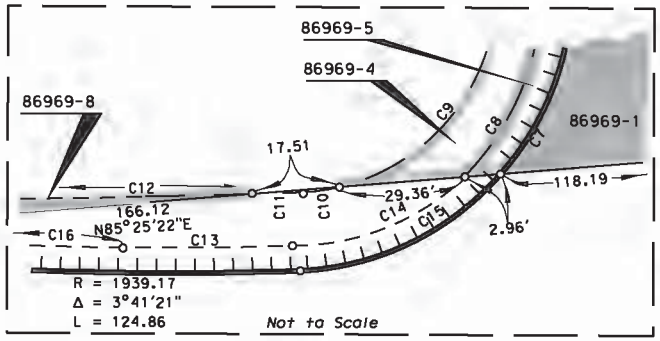
Exhibit B3

T. 13 S., R. 20 E., M. D. M.

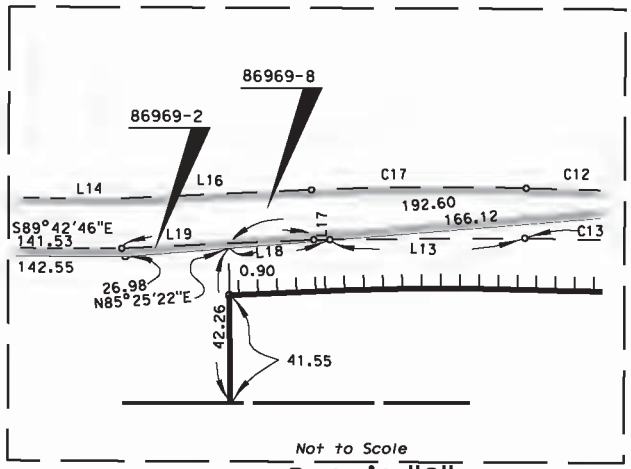
CITY OF FRESNO

SECTION 30

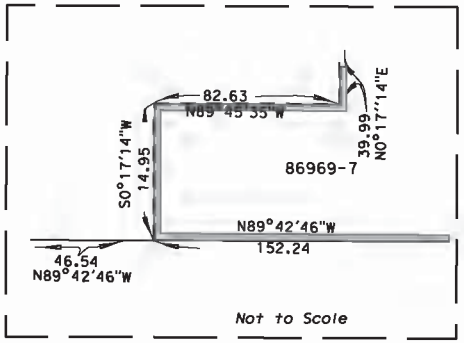
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



Detail "B"



Detail "C"



Detail "A"

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S89°48'41"E	61.32
L2	N89°48'41"W	32.37
L3	N89°48'41"W	28.95
L13	N89°35'54"E	54.93
L14	S89°42'46"E	100.82
L16	N87°26'41"E	49.70
L17	N89°35'54"E	4.32
L18	N85°25'22"E	26.48
L19	N87°26'41"E	50.03

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	2355.93	5°56'23"	244.23
C2	2353.93	5°56'23"	244.02
C3	2340.93	5°56'11"	242.55
C4	665.35	19°28'16"	226.11
C5	663.35	19°28'16"	225.43
C6	650.35	19°28'16"	221.01
C7	56.00	51°38'30"	50.47
C8	54.00	53°54'44"	50.81
C9	41.00	86°24'39"	61.83

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C10	41.00	11°32'28"	8.26
C11	1924.17	0°16'36"	9.29
C12	1924.17	3°24'45"	114.61
C13	1937.17	3°41'21"	124.73
C14	41.00	86°24'39"	61.83
C15	56.00	46°18'37"	45.27
C16	1937.17	3°41'21"	124.73
C17	743.83	4°18'27"	55.92

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL 86969-1 FEE AREA
- PARCEL 86969-2, 5 FOOTING EASEMENT
- PARCEL 86969-4, 8 MAINTENANCE EASEMENT
- PARCEL 86969-7 TEMPORARY CONSTRUCTION EASEMENT

NOTES

Detail A, B, and C along with Line and Curve Tables are on EXHIBIT D

Coordinates and bearings are on CCS 1983(2007) Zone 4 . Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY RESOLUTION OF NECESSITY

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	24.40	4	4

Exhibit B4

ATTACHMENT C

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21342

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.6 PARCEL 86969-1, 2, 4, 5, 7, 8, 9, 10
OWNER: Mental Health Systems, Inc., a California Non-Profit Benefit Corporation

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.6

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 11 pages.

Parcels in Legal Description:					
86969-1	86969-2	86969-4	86969-5	86969-7	86969-8
86969-9	86969-10				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Signature Mark D. Elower
Professional Land Surveyor
Expires 12-31-2016

Date July 17, 2015

Parcel 86969-1

For freeway purposes, that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, lying northeasterly of the following described courses (2) through (8):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 3861.49 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°16'46" East, 62.98 feet to a point on the southerly boundary of the land described in said deed, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56'23", an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17'10" West, 36.64 feet; THENCE (6) North 36°11'27" West, 251.69 feet; THENCE (7) North 85°55'48" West, 19.66 feet; THENCE (8) North 36°11'27" West, 267.63 feet to a point on the South line of the land described in a deed to Pasquale

Parcel 86969-1 (continued)

DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003, last said deed recorded August 21, 2003 as Document No. 2003-0195260, Official Records of Fresno County, last said point being North 77°14'17" West, 4513.31 feet from the East quarter-section corner of said Section 30.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-2

An easement for a sound wall footing and appurtenances thereto upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 4102.51 feet; THENCE (2) North 00°27'53" West, 42.46 feet to a point on the southerly boundary of the land described in said deed, said point being the TRUE POINT OF BEGINNING; THENCE along said southerly boundary, the following courses: (3) South 85°25'22" West, 26.98 feet; (4) North 89°42'46" West, 142.55 feet; THENCE (5) North 00°17'14" East, 2.00 feet; THENCE (6) South 89°42'46" East, 141.53 feet; THENCE (7) North 87°26'41" East, 50.03 feet; THENCE (8) North 89°35'54" East, 4.32 feet to said southerly boundary; THENCE (9) along said southerly boundary, South 85°25'22" West, 26.48 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-5

An easement for a sound wall footing and appurtenances thereto upon, over and across that portion of said Lot 110 referenced in above-described Parcel 86969-2, included within a strip of land 2.00 feet wide, the northeasterly sideline of which is described by the following courses (2) through (5):

BEGINNING at a point on the South line of the North half of said Section 30, last said point being North 89°43'14" West, 3861.49 feet along said South line from said East quarter-section corner of said Section 30; THENCE (1) North 00°16'46" East, 62.98 feet to a point on said southerly boundary, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East;
THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56'23", an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17'10" West, 36.64 feet to the easterly terminus of a line which bears North 53°42'50" East, 2.00 feet from its westerly terminus.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at said southerly boundary and to terminate at the line described as the terminus for above-described course (5) of this Parcel 86969-5.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-4

An easement for the maintenance of a sound wall and its footing and other appurtenances thereto, including ingress to and egress from said easement upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, included within a strip of land 15.00 feet wide, the northeasterly sideline of which is described by the following courses (2) through (6):

BEGINNING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 3861.49 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°16'46" East, 62.98 feet to a point on the southerly boundary of the land described in said deed, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 05°56'23", an arc distance of 244.23 feet to a point of non-tangency; THENCE (5) North 36°17'10" West, 36.64 feet; THENCE (6) North 36°11'27" West,

Parcel 86969-4 (continued)

251.69 feet to the easterly terminus of a line which bears South 85°55'48" East, 19.66 feet from its westerly terminus.

The sidelines of said strip of land shall be prolonged or shortened so as to begin at said southerly boundary and to terminate at the line described as the terminus for above-described course (6).

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-8

An easement for the maintenance of a sound wall and its footing and other appurtenances thereto, including ingress to and egress from said easement upon, over and across that portion of said Lot 110 referenced in above-described Parcel 86969-4, more particularly described as follows:

COMMENCING at said East quarter-section corner of said Section 30; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 4102.51 feet; THENCE (2) North 00°27'53" West, 42.46 feet to a point on said southerly boundary, last said point being the TRUE POINT OF BEGINNING; THENCE along said southerly boundary, the following courses: (3) South 85°25'22" West, 26.98 feet; (4) North 89°42'46" West, 142.55 feet; THENCE (5) North 00°17'14" East, 15.00 feet; THENCE (6) South 89°42'46" East, 141.21 feet; THENCE (7) North 87°26'41" East, 49.70 feet to the beginning of a tangent curve concave southerly, having a radius of 743.83 feet and a central angle of 04°18'27"; THENCE (8) easterly along last said curve, an arc distance of 55.92 feet to a point of reverse curvature, to which a

Parcel 86969-8 (continued)

radial line bears North 01°45'08" East from the center of the circle of last said curve; THENCE (9) easterly along a curve concave northerly, having a radius of 1924.17 feet, through a central angle of 03°24'45", an arc distance of 114.61 feet to a point of non-tangency on said southerly boundary; THENCE (10) along said southerly boundary, South 85°25'22" West, 192.60 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 86969-7

A temporary easement for the construction of State freeway facilities and appurtenances thereto upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 4102.51 feet; THENCE (2) North 00°27'53" West, 42.46 feet to the southerly boundary of the land described in said deed; THENCE along said southerly boundary, the following courses: (3) South 85°25'22" West, 26.98 feet; (4) North 89°42'46" West, 142.55 feet to the TRUE POINT OF BEGINNING; (5) continuing North 89°42'46" West, 152.24 feet; THENCE (6) North 00°17'14" East, 14.95 feet; THENCE (7) South 89°45'35" East, 82.63 feet; THENCE (8) North 00°17'14" East, 39.99 feet; THENCE (9) South 89°42'46" East, 110.00 feet; THENCE (10) South 00°17'14" West, 40.00 feet; THENCE (11) North 89°42'46" West, 40.39 feet; THENCE (12) South 00°17'14" West, 15.00 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 86969-9

A temporary easement to remove improvements straddling the proposed right-of-way line and to cut and reface a building upon, over and across that portion of Lot 110 of Roeding's Villa Colony, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described in a deed to Mental Health Systems, Inc., a California Nonprofit Public Benefit Corporation, recorded December 17, 2008 as Document No. 2008-0171940, Official Records of Fresno County, more particularly described as follows:

COMMENCING at a point on the South line of the North half of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said point being North 89°43'14" West, 3861.49 feet along said South line from the East quarter-section corner of said Section 30, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) North 00°16'46" East, 62.98 feet to a point on the southerly boundary of the land described in said deed, last said point being the beginning of a non-tangent curve concave westerly, to which a radial line bears South 48°14'51" East, having a radius of 56.00 feet and a central angle of 51°38'30"; THENCE (2) northerly along said curve, an arc distance of 50.47 feet to a point of compound curvature, to which a radial line bears North 80°06'39" East; THENCE (3) northerly along a curve concave westerly, having a radius of 665.35 feet, through a central angle of 19°28'16", an arc distance of 226.11 feet to a point of compound curvature, to which a radial line bears North 60°38'23" East; THENCE (4) northwesterly along a curve concave southwesterly, having a radius of 2355.93 feet, through a central angle of 02°00'26", an arc distance of 82.53 feet to the TRUE POINT OF BEGINNING; THENCE (5) continuing northwesterly along last said curve, through a central angle of 03°55'57", an arc distance of 161.70 feet to a point of non-tangency;

Parcel 86969-9 (continued)

THENCE (6) North 36°17'10" West, 36.64 feet; THENCE (7) North 36°11'27" West, 251.69 feet; THENCE (8) North 85°55'48" West, 19.66 feet; THENCE (9) North 36°11'27" West, 267.63 feet to the South line of the land described in a deed to Pasquale DeSantis and Carmela DeSantis, Trustees of the DeSantis Family Trust dated August 13, 2003, last said deed recorded August 21, 2003 as Document No. 2003-0195260, Official Records of Fresno County; THENCE (10) along last said South line, North 89°48'41" West, 87.76 feet; THENCE (11) South 39°56'36" East, 342.93 feet; THENCE (12) South 34°45'26" East, 68.73 feet; THENCE (13) South 89°53'52" East, 46.24 feet; THENCE (14) South 36°03'05" East, 10.81 feet; THENCE (15) South 01°58'38" West, 83.48 feet; THENCE (16) South 84°11'40" East, 76.99 feet; THENCE (17) South 06°59'35" East, 142.77 feet; THENCE (18) South 27°04'59" East, 76.39 feet; THENCE (19) North 63°13'59" East, 97.11 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on February 29, 2016. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 86969-10

A temporary easement to remove improvements straddling the proposed right-of-way line and to cut and reface a building upon, over and across that portion of Lot 109 of said Roeding's Villa Colony referenced in above-described Parcel 86969-9, more particularly described as follows:

Parcel 86969-10 (continued)

COMMENCING at the northwesterly terminus of course (11) of said Parcel 86969-9; THENCE (1) North 39°56'36" West, 75.06 feet to a point on the West line of the land described in the deed referenced in course (9) of said Parcel 86969-9, last said point being the TRUE POINT OF BEGINNING; THENCE (2) continuing North 39°56'36" West, 12.95 feet; THENCE (3) North 53°39'38" West, 235.93 feet to the West line of the East 200 feet of said Lot 109; THENCE (4) along said West line, North 00°37'56" East, 61.57 feet to a point on the northeasterly boundary of the land described in the deed referenced in the preamble of said Parcel 86969-9, last said point being the beginning of a non-tangent curve concave southwesterly, to which a radial line bears North 35°59'14" East, having a radius of 249.98 feet and a central angle of 00°21'08"; THENCE along said northeasterly boundary, the following courses: (5) southeasterly along last said curve, an arc distance of 1.54 feet; (6) South 53°39'38" East, 244.76 feet to said West line referenced in above-described course (1) of this parcel, 86969-10; THENCE (7) along last said West line, South 00°37'56" West, 65.36 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on February 29, 2016. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Tab 4

Minutes

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

June 25, 2015
Sacramento, California

Thursday, June 25, 2015

9:00 AM **Commission Meeting**
Lincoln Plaza
Auditorium, 1st Floor
400 P Street

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

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

	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C

Chair Lucy Dunn	Absent	Commissioner Jim Ghielmetti	Present
Commissioner Bob Alvarado	Present	Commissioner Carl Guardino	Present
Commissioner Darius Assemi	Absent	Commissioner Fran Inman	Present
Commissioner Yvonne Burke	Arrived 10:01am	Commission Jim Madaffer	Absent
Commissioner Jim Earp	Present	Commissioner Joe Tavaglione	Present
Commissioner Dario Frommer	Arrived 9:15am		
TOTAL		**Present:6** **Absent: 5**	
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Absent	

	Resolutions of Necessity – Appearances				
2 8 Ayes	Resolution of Necessity – Appearance --06-Fre-99-PM 24.6 Mental Health Systems, Inc., a California Non-Profit Corporation Resolution C-21342	2.4a.	Stephen Maller Sharri Bender-Ehlert	A	D

This item was withdrawn prior to the CTC meeting.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Resolution of Necessity - Appearance ***POSTPONED***

3 9:10 AM	Hearing – Program of Projects for the Small Urban and Rural FFY 2013-14 FTA Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Program	4.12	Juan Guzman	I	C

CTC's Juan Guzman presented this informational item.

NEXT REGULARLY SCHEDULED CTC MEETING – August 27, 2015 in San Diego (Subject to Change)

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
4	Adoption of the Program of Projects for the Small Urban and Rural FFY 2013-14 FTA Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Program Resolution G-15-13	4.13	Juan Guzman	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Recused:** None **Absent**: Assemi, Dunn, Madaffer, Burke

Vote result: **7-0**
Ayes: Alvarado, Earp, Ghielmetti, Guardino, Inman, Madaffer, Tavaglione
Nays: None
Abstained: None

	General Business				
5	Approval of Minutes for May 28, 2015	1.2	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer, Burke, Frommer

Vote result: **6-0**
Ayes: Alvarado, Earp, Ghielmetti, Guardino, Inman, Madaffer, Tavaglione
Nays: None
Abstained: None

6	Executive Director's Report • 2015 Meeting Calendar Update • 2016 Meeting Calendar	1.3	Will Kempton	A	C

Recommendation: Approval of Changes to 2105 and 2106 Calendars
Action Taken: Approved
Motion: Earp **Second**: Inman **Recused:** None **Absent**: Assemi, Dunn, Madaffer, Burke, Madaffer, Frommer

Vote result: **6-0**
Ayes: Alvarado, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Recommendation: Approval of outline for 2015 Annual Report to the legislature.
Action Taken: Approved
Motion: Tavaglione **Second**: Inman **Recused:** None **Absent**: Assemi, Dunn, Madaffer, Burke, Madaffer, Frommer

Vote result: **6-0**
Ayes: Alvarado, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Executive Director's Report

PINK MEETING HANDOUT

7	Commission Reports	1.4	Bob Alvarado	A	C

No reports were provided.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
8	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Guardino **Recused:** None **Absent**: Assemi, Dunn, Madaffer Frommer, Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Earp, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

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

California Transportation Agency Undersecretary Brian Annis presented this informational item.

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

California Department of Transportation Director Malcolm Dougherty presented this informational item.

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

No report was provided.

	LOCAL REPORTS				
12	Report by Regional Agencies Moderator	1.8	Renee De Vere-Oki	I	R

Regional Agencies Moderator Renee De Vere-Oki presented this informational item.

13	Report by Rural Counties Task Force Chair	1.9	Jerry Barton	I	R

Rural Counties Task Force Chair Jerry Barton presented this informational item.

14	Report by Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R

Self Help Counties Coalition's Keith Dunn presented this informational item.

	POLICY MATTERS				
15	State and Federal Legislative Matters	4.1	Carrie Pourvahidi	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione.
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
State and Federal Legislative Matters

PINK BOOK ITEM

16	Road Charge Technical Advisory Committee and Pilot Program Update	4.3	Laura Pennebaker	I	C

CTC's Laura Pennebaker presented this informational item.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
17	Budget and Allocation Capacity Update	4.2	Laurel Janssen Athena Gliddon	I	D

CA Department of Transportation's Athena Gliddon presented this informational item.

Recommendation: Direct CTC staff to communicate need for transportation funding to the CA Congressional Delegation
Action Taken: Approved
Motion: Earp **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

18	Draft 2016 STIP and Aeronautics Account Fund Estimate	4.4	Laurel Janssen Steven Keck	I	D

CA Department of Transportation's Steven Keck presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Draft 2016 STIP and Aeronautics Account Fund Estimate ***YELLOW SUPPLEMENTAL ITEM and PINK SUPPLEMENTAL ITEM***

19	Draft 2016 State Transportation Improvement Program (STIP) Guidelines	4.7	Laurel Janssen	I	C

CTC Deputy Director Laurel Janssen presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Draft 2016 STIP Guidelines ***PINK SUPPLEMENTAL ITEM***

20	Annual Analysis of GARVEE Bonding Capacity	4.11	Laurel Janssen Steven Keck	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

21	Update - Doyle Drive (Presidio Parkway P3 Project)	4.15	Stephen Maller Bijan Sartipi	I	D

CA Department of Transportation's Bijan Sartipi presented this informational item.

	INFORMATION CALENDAR		Stephen Maller		
22	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $4,450,000 for five projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $21,743,000 for five projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $400,000 for one project.	2.5f.		I	D

This Item was presented as part of the Information Calendar.

23	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.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
24	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This Item was presented as part of the Information Calendar.

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

This Item was presented as part of the Information Calendar.

26	Monthly Status of Construction Contract Award for Local Assistance ATP projects, per Resolution G-14-05	3.2c.		I	D

This Item was presented as part of the Information Calendar.

27	Third Quarter FY 2014-15 - Proposition 1A – High Speed Passenger Train Bond Program Report	3.3		I	D

This Item was presented as part of the Information Calendar.

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

This Item was presented as part of the Information Calendar.

29	Toll Bridge Seismic Retrofit Program – 2015 First Quarter Progress and Financial Update	3.5		I	C

This Item was presented as part of the Information Calendar.

30	Third Quarter FY 2014-15 – Finance Report	3.7		I	D

This Item was presented as part of the Information Calendar.

31	Third Quarter FY 2014-15 – Rail Operations Report	3.8		I	D

This Item was presented as part of the Information Calendar.

32	Third Quarter – Balance Report on AB 1012 "Use It or Lose It" provisions for FFY 2013 Unobligated CMAQ and RSTP funds	3.11		I	D

This Item was presented as part of the Information Calendar.

	CONSENT CALENDAR	Stephen Maller

Recommendation: Approval as Revised
Action Taken: Approved as Revised
Motion: Ghielmetti **Second**: Burke **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
33	The City of Goleta proposes to amend the 2014 STIP to delay $11,372,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Fowler and Ekwill Street Extensions project (PPNO 4611) in Santa Barbara County. STIP Amendment 14S-12	2.1a.(1)		A	D

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

34	The Transportation Agency of Monterey County proposes to amend the 2014 STIP for two on-system projects to delay construction from FY 2015-16 to FY 2016-17, in Monterey County. STIP Amendment 14S-13	2.1a.(2)		A	D

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

35	The County of Mendocino proposes to amend the 2014 STIP for two off-system projects to delay RIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-14	2.1a.(3)		A	D

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

36	The Department and the Mendocino County Association of Governments propose to amend the 2014 STIP for two on-system projects to delay STIP construction funds from FY 2015-16 to FY 2016-17, in Mendocino County. STIP Amendment 14S-15	2.1a.(4)		A	D

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

37	The County of Lassen proposes to amend the 2014 STIP to delay $3,900,000 RIP construction funds from FY 2015-16 to FY 2016-17 for the Skyline Road Extension (Phase 2) project (PPNO 2121A) in Lassen County. STIP Amendment 14S-16	2.1a.(5)		A	D

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

38	The Department and the Plumas County Transportation Commission propose to amend the 2014 STIP to reduce RIP construction funds by $2,000,000 and construction support by $100,000 for the Greenville SR 89 Rehabilitation project (PPNO 3355) in Plumas County. STIP Amendment 14S-17	2.1a.(6)		A	D

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

39	The Department and the Butte County Association of Governments propose to amend the 2014 STIP to revise the Implementing Agency from Butte County Association of Governments to the Department for the PS&E and Right-of-Way phases on the SR 70 Passing Lanes (Segment 1) project (PPNO 9801) in Butte County. STIP Amendment 14S-18	2.1a.(7)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
40	The Bay Area Rapid Transit proposes to reprogram $3,726,000 in RIP construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project (PPNO 2103B) in Alameda County to the BART Station Modernization Program project (PPNO 2010C) in Contra Costa County. STIP Amendment 14S-19	2.1a.(8)		A	D

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

41	The San Mateo County Transportation Authority proposes to delay $6,900,000 in RIP Right of Way funds from FY 2015-16 to FY 2016-17 for the Route 1/ Calera Parkway (Phase 1) Improvements project (PPNO 0632C) in San Mateo County. STIP Amendment 14S-20	2.1a.(9)		A	D

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

42	The Department and the San Mateo City/County Association of Governments propose to reprogram $855,000 in RIP Right of Way support and $2,217,000 in RIP Right of Way funds from FY 2016-17 to FY 2015-16 for the Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A) in San Mateo County. STIP Amendment 14S-21	2.1a.(10)		A	D

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

43	The Transportation Agency for Monterey County proposes to amend the 2014 STIP to delay $300,000 RIP construction funds from FY 2015-16 to FY 2017-18 for the Coastal Daylight/Rail Extension to Monterey County Track Improvements project (PPNO 1971), in Monterey County. STIP Amendment 14S-22	2.1a.(11)		A	D

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

44	The Santa Cruz County Regional Transportation Commission and the City of Santa Cruz propose to amend the 2014 STIP for two off-system projects to delay construction from FY 2015-16 to FY 2016-17, in Santa Cruz County. STIP Amendment 14S-23	2.1a.(12)		A	D

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

45	The City of Watsonville and the Santa Cruz County Regional Transportation Commission propose to amend the 2014 STIP to delay $950,000 RIP construction funds from FY 2015-16 to FY 2016-17, for the Monterey Bay Sanctuary Scenic Trail Lee Road-Slough Trail Connection project (PPNO 2552) in Santa Cruz County. STIP Amendment 14S-24	2.1a.(13)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
46	The Department proposes to amend the 2014 STIP to delay $3,500,000 RIP construction and $600,000 construction support from FY 2015-16 to FY 2016-17 for the Route 46 Widening – Segment 4A project (PPNO 3386C) in Kern County. STIP Amendment 14S-25	2.1a.(14)		A	D

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

47	The Department and the City of Temecula propose to reprogram $5,000,000 in RIP Right of Way in FY 2015-16 to construction in FY 2017-18 for the I-15/French Valley Parkway Interchange – Collector/Distributor project (PPNO 0021K) in Riverside County. STIP Amendment 14S-26	2.1a.(15)		A	D

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

48	The Department and the Riverside County Transportation Commission propose to delay $5,800,000 in RIP construction support and $25,755,000 in RIP construction from FY 2015-16 to FY 2016-17 for the State Route 60 Truck Climbing/Descending Lanes project (PPNO 0046J) in Riverside County. STIP Amendment 14S-27	2.1a.(16)		A	D

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

49	The County of Alpine proposes to amend the 2014 STIP to delete the Diamond Valley Road Overlay – Phase 1 (PPNO 3043) and Phase 2 projects (PPNO 3044); add the Hot Springs Creek Reconstruction project (PPNO 3115); and delay $265,000 in RIP construction for the Hot Springs Creek Bridge Replacement project (PPNO 6626) from FY 2015-16 to FY 2016-17 in Alpine County. STIP Amendment 14S-28	2.1a.(17)		A	D

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

50	The City of Ripon and the San Joaquin Council of Governments propose to amend the 2014 STIP to delay $1,000,000 RIP construction from FY 2015-16 to FY 2016-17 for the Stockton Avenue Widening project (PPNO 6627) in San Joaquin County. STIP Amendment 14S-29	2.1a.(18)		A	D

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

51	The Department proposes to program $14,095,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and revise the project funding plan and schedule for the Route 11 and Otay Mesa Port of Entry projects, Segments 2 and 3 (PPNO's 0999B, and 0999C) in San Diego County. STIP Amendment 14S-30	2.1a.(19)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
52	Approval of Projects for Future Consideration of Funding: 01-Hum-96, PM R6.20/6.60 Sugar Bowl Ranch Curve Project Realign curves on a portion of SR 96 in Humboldt County. (MND) (PPNO 2329) (SHOPP) Resolution E-15-27 04-Son-116, PM 15 Pocket Canyon Retaining Wall Project Construct retaining wall on a portion of SR 116 in Sonoma County. (ND) (PPNO 0816G) (SHOPP) Resolution E-15-28 04-SCl-85, PM 0.0/R24.1, 04-SCl-101, PM 23.1/28.6, 04-SCl-101, PM 47.9/52.0 State Route 85 Express Lanes Project Convert existing HOV Lanes on SR 85 to express lanes and add an additional express lane in each direction in Santa Clara County. (ND) (Local/Federal) Resolution E-15-29 06-Tul-201, PM 12.48 & 21.21, 06-Tul-216, PM 18.68 Widening and Railing Replacements at Three Bridges Project Widen existing bridges and replace railings at three locations on SR 201 and SR 216 in Tulare County. (MND) (PPNO 6521) (SHOPP) Resolution E-15-30 06-Fre, Kin, Mad,-Various Fresno, Kings, and Madera Bridges Seismic Restoration Project Seismic retrofit and rehabilitate five bridges on SR 33, 41, 43, and 233 in Fresno, Kings, and Madera Counties. (MND) (PPNO 6596) (SHOPP) Resolution E-15-31 08-SBd-62, PM 16.75/25.2 State Route 62 Provide Two-Way Left Turn Lanes at Four Locations in Joshua Tree Project Roadway improvements including two-way turn lanes at four locations on SR 62 in San Bernardino County. (MND) (PPNO 0226G) (SHOPP) Resolution E-15-32 08-SBd-40, PM 0.0/R25.0 Re-Grade Median Cross slopes on Interstate 40 Project Construct roadway improvements including re-grading median cross slopes on a portion of Interstate 40 in San Bernardino County. (MND) (PPNO 0207J) (SHOPP) Resolution E-15-33 12-Ora-5, PM 31.3/34.2 Interstate 5 HOV Lanes Project Add one HOV Lane in each direction on a portion of Interstate 5 in Orange County. (ND) (PPNO 2883A) (STIP) Resolution E-15-34	2.2c.(1)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
53	Approval of Project for Future Consideration of Funding: 04-Alameda Berkeley Pedestrian Master Plan including The Shattuck Avenue Pedestrian Crossing Improvement Project- Construct pedestrian improvements along Shattuck Avenue (ND) (PPNO 2190G) (ATP) Resolution E-15-36 *(Related Item under Tab 78.)*	2.2c.(3)		A	C

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:
Approval of Project for Future Consideration of Funding:
04-Alameda
Berkeley Pedestrian Master Plan including
The Shattuck Avenue Pedestrian Crossing Improvement Project-Construct pedestrian improvements along Shattuck Avenue
~~(ND)~~ **(MND)** (PPNO 2190G) (ATP)
Resolution E-15-36
--Revise Agenda Language. Book Item and Resolution are correct.

54	Four Relinquishment Resolutions – -- 04-SCI-87-PM 6.5/7.3, Right of Way along Route 87 (Guadalupe Parkway) from Coleman Avenue to W. Hedding Street, in the city of San Jose. Resolution R-3930 04-SCI-87-PM 8.4, Right of Way along Route 87 at Skyport Drive, in the city of San Jose. Resolution R-3931 04-SCI-87-PM T8.8, Right of Way along Route 87 at Airport Parkway, in the city of San Jose. Resolution R-3932 08-Riv-10-PM 43.0, Right of Way along Route 10 at Bob Hope Drive, in the city of Cathedral City. Resolution R-3933	2.3c.		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
55 8 Ayes	22 Resolutions of Necessity Resolutions C-21329 through C-21341, Resolution C-21343 through C-21351	2.4b.		A	D

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

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

~~22~~ 20 Resolutions of Necessity ***YELLOW REPLACEMENT ITEM (for Resolution C-21344 only)***

Resolutions C-21329 through **C21334, Resolutions C-21336 through 21340,** ~~C-21341 Resolution~~ **Resolutions** C-21343 through C-21351

- Resolution C-21335 (Bank of the Sierra, a California Corp.; 06-Fre-99-PM 24.90; Parcel 86999-1, 2, 3) - ***Withdrawn prior to the CTC Meeting.***
- Resolution C-21341 (Merlin L. Eelkema and Anna J. Eelkema, Trustees of the Eelkema Family Trust dated October 11, 2005; 11-SD-67-PM 21.4; Parcel 35063-1) - ***Withdrawn prior to the CTC Meeting.***

56	Director's Deeds Items 1 through 9 Excess Lands - Return to State: $41,024,279 Return to Others: $0	2.4d.		A	D

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

57	Financial Allocation Amendment: De-allocate $11,114,000 in TFA funding for construction, from $11,114,000 to $0, and increase the CMIA allocation for construction by $11,114,000, from $15,409,000 to $26,523,000, for the Route 101 Marin Sonoma Narrows – Southerly Interchange project (PPNO 0360J), in Marin County. Resolution CMIA-AA-1415-10, Amending Resolution CMIA-AA-1213-12 Resolution STIP1B-AA-1415-03, Amending Resolution STIP1B-AA-1213-02	2.5g.(1a)		A	D

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

58	Financial Allocation Amendment: De-allocate $7,479,000 in TFA funding for construction, from $7,479,000 to $0, and increase the CMIA allocation for construction by $7,479,000, from $20,785,000 to $28,264,000, for the I-15 Ranchero Road Interchange (PPNO 0172I) project, in San Bernardino County. Resolution CMIA-AA-1415-11, Amending Resolution CMIA-AA-1213-31 Resolution STIP1B-AA-1415-04, Amending Resolution STIP1B-AA-1213-06 Resolution SLP1B-AA-1415-01, Amending Resolution SLP1B-AA-1213-10	2.5g.(1b)		A	D

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

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
59	Financial Allocation Amendment: De-allocate $2,030,000 in TFA funding for construction, from $2,030,000 to $0, and increase the CMIA allocation for construction by $2,030,000, from $8,880,000 to $10,910,000, for the Route 10 Widen ramps and add auxiliary lanes at Cherry, Citrus and Cedar Interchanges project (PPNO 0137M), in San Bernardino County. Resolution CMIA-AA-1415-12, Amending Resolution CMIA-AA-1011-013 Resolution STIP1B-AA-1415-05, Amending Resolution STIP1B-AA-1011-006	2.5g.(1c)		A	D

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

60	Financial Allocation Amendment: De-allocate $36,316,000 in TFA funding for construction, from $36,316,000 to $0, and increase the CMIA allocation for construction by $36,316,000, from $17,937,000 to $54,253,000, for the Route 91 Widening - Route 55 to Weir Canyon Road project (PPNO 4598A), in Orange County. Resolution CMIA-AA-1415-13, Amending Resolution CMIA-AA-1011-024 Resolution FP-14-67, Amending Resolution FA-11-11	2.5g.(1d)		A	D

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

61	Financial Allocation Amendment: De-allocate $14,520,000 in TFA funding for construction, from $14,520,000 to $0, and increase the CMIA allocation for construction by $14,520,000, from $3,050,000 to $17,570,000, from the Plaza Drive Interchange/Auxiliary Lanes project (PPNO 0105), in Tulare County. Resolution CMIA-AA-1415-14, Amending Resolution CMIA-AA-1112-028 Resolution STIP1B-AA-1415-06, Amending Resolution STIP1B-AA-1112-006	2.5g.(1e)		A	D

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

62	Financial Allocation Amendment: De-allocate $497,000 in TFA funding for construction, from $497,000 to $0, and increase the CMIA construction allocation by $497,000, from $12,744,000 to $13,241,000, for the SR 219 Widening, Phase 2 project (PPNO 9940C), in Stanislaus County. Resolution CMIA-AA-1415-15, Amending Resolution CMIA-AA-1213-13 Resolution STIP1B-AA-1415-07, Amending Resolution STIP1B-A-1213-02	2.5g.(1f)		A	D

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

	END OF CONSENT CALENDAR				

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	PROJECT BUSINESS MATTERS				
	Financial Allocations for Supplemental Funds				
63	Financial Allocation: $1,750,000 in supplemental funds for the previously voted SHOPP Storm Water Mitigation and STIP Highway 50 Improvement project in El Dorado County to close-out the construction contract. The current SHOPP allocation is $11,012,000 and the current STIP allocation is $4,905,000. This request for $1,750,000 results in an increase of 11.0 percent over the current allocation. Resolution FA-14-19	2.5e.(1)	Stephen Maller Amarjeet Benipal	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Right of Way Lump Sum Report and Allocation Request				
64	Preliminary Close-Out Report on FY 2014-15 Right of Way Lump Sum Allocation.	3.6	Stephen Maller Andrew Nierenberg	I	D

CTC Deputy Director Stephen Maller presented this informational item.

65	Financial Allocation: $144,312,000 for FY 2015-16 Right of Way Lump Sum Allocation. Resolution FM-14-04	2.5i.	Stephen Maller Andrew Nierenberg	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Frommer **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Quarterly Reports				
66	*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 Bruce DeTerra	I	D

CTC Deputy Director Stephen Maller presented this informational item.

Recommendation: bridge owners not meeting standard to report to Commission at next quarterly report.
Action Taken: Approved
Motion: Ghielmetti **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

67	Third Quarter – FY 2014-15 – Project Delivery Report	3.10	Stephen Maller Jim Davis	I	D

CTC Deputy Director Stephen Maller presented this informational item.

	TCIF and Aeronautic Program Updates				
68	Trade Corridors Improvement Fund Program: Add projects 111-Citrus Avenue Grade Crossing; 112-Ramona Avenue Grade Crossing; and 113-Control Point Soledad Speed Increase Project Resolution TCIF-P-1415-14	4.8	Stephen Maller	A	C

Items 68 and 69 were together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**:Frommer **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

69	Approve the TCIF Baseline Agreement for Projects: 110-Hellman Avenue Grade Crossing 111-Citrus Avenue Grade Crossing; 112-Ramona Avenue Grade Crossing; and 113-Control Point Soledad Speed Increase Project Resolution TCIF-P-1415-15B	4.9	Stephen Maller	A	C

Items 68 and 69 were together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**:Frommer **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
70	Division of Aeronautics Draft Capital Improvement Plan Element of the California Aviation System Plan.	4.5	Teresa Favila Gary Cathey	I	D

CTC's Teresa Favila presented this informational item.

71	Aeronautics Program - Acquisition and Development Program Amendment to delete one project from FY 2014-15 and move two projects from FY 2014-15 to FY 2015-16. Resolution G-15-16. Amending Resolution G-14-22	4.6	Teresa Favila Gary Cathey	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Burke **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for Aeronautics Projects				
72	Financial Allocation: $857,000 for five Aeronautics Program - California Aid to Airport Program – Acquisition and Development (A&D) projects. Resolution FDOA-2014-09	2.7a.(1)	Teresa Favila Gary Cathey	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

73	Financial Allocation: $1,000,000 for the Aeronautics Program - FY 2015-16 Set-Aside to match Federal Airport Improvement Program Grants. Resolution FDOA-2014-10	2.7a.(2)	Teresa Favila Gary Cathey	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Guardino **Recused:** None **Absent**: Assemi, Dunn, Earp, Inman Madaffer

Vote result: **6-0**
Ayes: Alvarado, Burke, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Environmental Matters – Comments on Documents in Circulation (Draft EIR)				
74	Submittal of Notice for Availability for Comments: 07-LA-710, PM 26.7/32.1T SR 710 North Study Study to alleviate congestion in the north SR 710 area in Los Angeles County (DEIR) (EA 18790)	2.2b.(1)	Teresa Favila Katrina Pierce	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Earp **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Speakers:
Mayor Pro-Tem Diana Mahmud- City of South Pasadena
Maruin Pineda- City of Alhambra

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Submittal for Notice for Availability for Comments ***PINK SUPPLEMENTAL ITEM***

	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
75	Approval of Project for Future Consideration of Funding: 07-Los Angeles County- 6th Street Viaduct Seismic Improvement Project Replace the overcrossing and make pedestrian and bicycle improvements (FEIR) (ATP) Resolution E-15-35 *(Related Item under Tab 78.)*	2.2c.(2)	Teresa Favila	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	ATP Program Update				
76	Adoption of the 2015 Active Transportation Program Guidelines MPO Competitive Component for SCAG and FCOG. Resolution G-15-17	4.10	Laurie Waters	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	ATP Amendment for Action				
77	Amendment of the 2014 ATP MPO Competitive Component for Metropolitan Transportation Commission. Resolution ATP-14-02	2.1w.	Laurie Waters	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for Active Transportation Program (ATP) Projects				
78	Financial Allocation: $8,008,000 for 30 Active Transportation Program projects. Resolution FATP-1415-08 *(Related Items under Tabs 53 & 75.)*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Burke **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Advance Financial Allocations for Active Transportation Program (ATP) Projects				
79	Advance Financial Allocation: $474,000 for two Active Transportation Program projects. Resolution FATP-1415-09	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Ghielmetti **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	STIP Program Update				
80	Final Right of Way Expenditure Report for STIP Projects	3.14	Laurel Janssen Bruce DeTerra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Financial Allocations for STIP Projects				
81	Financial Allocation: $23,847,000 for three State administered STIP projects, on the State Highway System. Contributions from other sources: $173,000,000. Resolution FP-14-58 *(Related Item under Tab 94.)*	2.5c.(1)	Laurel Janssen Bruce DeTerra	A	D

Items 81-83 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation for State administered STIP projects on the SHS
--Project 3 (PPNO 07-2808) - Revise attachment to correct the R/W Cert Type #3W date as ~~5/XX/2015~~ **05/29/2015**.

82	Financial Allocation: $450,000 for the locally administered Route 46/Union Road Intersection Improvements (PPNO 2528) STIP project in San Luis Obispo County, on the State Highway System. Resolution FP-14-59	2.5c.(2)	Laurel Janssen Bruce DeTerra	A	D

Items 81-83 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

83	Financial Allocations: $12,888,000 for 17 locally administered STIP projects off the State Highway System. -- $12,456,000 for 13 STIP projects. -- $432,000 for 4 STIP Planning, Programming, and Monitoring projects. Contributions from other sources: $2,787,000. Resolution FP-14-60	2.5c.(3)	Laurel Janssen Bruce DeTerra	A	D

Items 81-83 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocations for locally administered STIP projects off the SHS
--Project 9 (PPNO 05-1834B) – Revise Attachment to correctly reflect the recipient as follows: ~~Santa Barbara County City of Santa Barbara~~ **Santa Barbara County Association of Governments**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for STIP Projects				
84	Advance Financial Allocation: $21,278,000 for two State administered STIP projects, programmed in FY 2015-16, on the State Highway System. Contributions from other sources: $752,000. Resolution FP-14-61	2.5c.(4a)	Laurel Janssen Bruce DeTerra	A	D

Items 84-87 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Advance Financial Allocation for State administered STIP projects on the SHS
--Project 1 (PPNO 06-6400C) - Correct Attachment by inserting the following table in the vote box:

Final Project Development (RIP)
Support estimate: $487,000
Programmed Amount: $875,000
Adjustment: $388,000 (Credit)

Final Project Development (IIP)
Support Estimate: $487,000
Programmed Amount: $875,000
Adjustment: $388,000 (Credit)

Final Right of Way: NA

85	Advance Financial Allocation: $177,000 for two locally administered STIP projects, programmed in FY 2015-16, off the State Highway System. Resolution FP-14-62	2.5c.(4b)	Laurel Janssen Bruce DeTerra	A	D

Items 84-87 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

86	Advance Financial Allocation: $2,604,000 for nine local STIP Planning, Programming and Monitoring projects, programmed in FY 2015-16. Resolution FP-14-63	2.5c.(4c)	Laurel Janssen Bruce DeTerra	A	D

Items 84-87 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocation for an AB 3090 Reimbursement Projects				
87	Advance Financial Allocation: $1,034,000 for the locally administered AB 3090 Reimbursement (PPNO 4679A) STIP project in Placer County, on the State Highway System. Resolution FP-14-64	2.5c.(5)	Laurel Janssen Bruce DeTerra	A	D

Items 84-87 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Frommer **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocation for a Federal Earmark - Interstate Maintenance Program (IMD) Project				
88	Financial Allocation: $752,000 in Federal earmarked – Interstate Maintenance Program funds for the State administered I-5/SR 74 Interchange improvements (landscaping/replacement planting [PPNO 4102A]) project in Orange County, on the State Highway System. Resolution FP-14-65	2.5c.(6)	Laurel Janssen Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Inman **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Local Assistance & Minor Program Reports and Lump Sum Allocation Requests				
89	Quarterly Report – Local Assistance Lump Sum Allocation for the period ending March 31, 2015.	3.12	Laurel Janssen	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

90	Financial Allocation: $106,078,000 in State Funds for FY 2015-16 Local Assistance Lump Sum Allocation. Resolution FM-14-03	2.5h.	Laurel Janssen Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Inman **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

91	Preliminary Close-Out Report on FY 2014-15 Minor Program Lump Sum Allocation.	3.13	Juan Guzman Bruce DeTerra	I	D

CTC's Juan Guzman presented this informational item.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
92	Financial Allocation: $84,783,000 for FY 2015-16 Minor Lump Sum allocation. Resolution FM-14-05	2.5j.	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	TCRP Amendment for Action				
93	The Department and Kern County propose to amend TCRP Project 113 (Near Wasco, from the San Luis Obispo County line to Kecks Road-Convert to a 4 lane expressway) to revise the project funding plan and re-allocate previously allocated funds. Resolution TAA-14-04, Amending Resolution TAA-06-59 Resolution TFP-14-09, Amending Resolutions TFP-14-07 and TFP-06-23	2.1a.(20)/ 2.6e	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second**: Burke **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Financial Allocations for SHOPP Projects				
94	Financial Allocation: $433,044,000 for 47 SHOPP projects, as follows: --$194,465,000 for 27 SHOPP projects. --$238,579,000 for 20 projects amended into the SHOPP by Departmental action. Resolution FP-14-56 *(Related Item under Tab 81.)*	2.5b.(1)	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation for SHOPP projects
--Project 24 (PPNO 11-0778A) – Revise Attachment to correct Prg'd Amount as ~~$1,907,000~~ **$1,000,000**.
--Project 35 - Correct PPNO on Attachment as ~~04-0480T~~ **04-1480T**.
--Project 47 - Revise Attachment to correct Adv Phase as 4**FCO** and Construction Support as ~~$922,000~~ **$0**.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Advance Financial Allocations for SHOPP Projects				
95	Advance Financial Allocation: $8,519,000 for two SHOPP projects, programmed in FY 2015-16, on the State Highway System. Resolution FP-14-57	2.5b.(2)	Juan Guzman Bruce DeTerra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second**: Earp **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Advance Financial Allocations for STIP Transit Projects				
96	Advance Financial Allocation: $7,995,000 for the locally administered East Bay Bus Rapid Transit (PPNO 02009Z) STIP Transit project, programmed in FY 2015-16, in Alameda County. Resolution MFP-14-11	2.6a.(1a)	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

97	Advance Financial Allocation: $39,100,000 for two locally administered STIP Transit projects, programmed in FY 2016-17. Resolution MFP-14-	2.6a.(1b)	Juan Guzman Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	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				
98	Request to extend the period of allocation for 35 locally administered Active Transportation Projects, per ATP Guidelines. Waiver 15-29	2.8a.(1)	Juan Guzman Rihui Zhang	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
99	Request to extend the period of allocation for eight locally administered STIP projects, per STIP Guidelines. Waiver 15-30	2.8a.(2)	Juan Guzman Rihui Zhang	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to extend the period of allocation for locally administered STIP projects
--Project 2 (PPNO 02-2334) – Correct Attachment; the second paragraph, fifth line should read as: "single contract with the Jewett Creek Bridge **Replacement** at ~~Columbia~~ **Kirkwood Road** project..."
➢ Project 3 (PPNO 02-2480) - ***Withdrawn prior to the CTC Meeting***

100	Request to extend the period of allocation for the State Administered Sonoma 101 Follow-up Landscaping STIP project (PPNO 0789F) in Sonoma County, on the State Highway System, per STIP Guidelines. Waiver 15-31	2.8a.(3)	Juan Guzman Bruce DeTerra	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

101	Request to extend the period of allocation for two locally administered projects, on the State Highway System, per STIP Guidelines. Waiver 15-32	2.8a.(4)	Juan Guzman Bruce DeTerra	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to extend the period of allocation for locally administered STIP projects on the SHS
--Project 1 - Correct PPNO on the Attachment as ~~04-0046J~~ **08-0046J.**
--Project 2 (PPNO 04-0342L) - Correct "CON" amount on the Attachment as ~~$0~~ **$800.**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Request to Extend the Period of Contract Award				
102	Request to extend the period of contract award for four Active Transportation Program projects, per ATP Guidelines. Waiver 15-33	2.8b.(1)	Juan Guzman Rihui Zhang	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

103	Request to extend the period of contract award for two STIP projects, on the State Highway System, per STIP Guidelines. Waiver 15-34	2.8b.(2)	Juan Guzman Bruce DeTerra	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	Request to Extend the Period of Project Completion				
104	Request to extend the period of project completion for the Bowman Road Bridge No. 08C-0009 project (PPNO 2148), in Tehama County per STIP Guidelines Waiver 15-35	2.8c.(1)	Juan Guzman Rihui Zhang	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

105	Request to extend the period for project completion for the Route 15/215 Devore Interchange Improvement project (PPNO 0170M) in San Bernardino County, per STIP Guidelines. Waiver 15-36	2.8c.(2)	Juan Guzman Bruce DeTerra	A	D

Items 98-105 were taken together
Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**:Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Request to Extend the Project Development Period				
106	Request to extend the period of project development expenditure for two locally administered STIP projects, per STIP Guidelines. Waiver-15-37	2.8d.	Juan Guzman Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second**: Tavaglione **Recused:** None **Absent**: Assemi, Dunn, Madaffer
Vote result: **8-0**
Ayes: Alvarado, Burke, Earp, Frommer, Ghielmetti, Guardino, Inman, Tavaglione
Nays: None
Abstained: None

	OTHER MATTERS / PUBLIC COMMENT	6.			
	Adjourn				

Adjourned in honor of Juan Guzman

Will Kempton

Will Kempton, Executive Director

8-12-15

Date

Tab 5

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: August 27, 2015

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for June 2015 (May 30 - June 30)

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

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

- June 25 - CTC meeting in Sacramento (Chair Dunn and Commissioners Assemi and Madaffer were absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- No Additional Meetings to Report.

Darius Assemi

- No Additional Meetings to Report.

Yvonne Burke

- June 18 - Teleconference with LA Metro staff Re: CTC agenda items for June. Los Angeles.
- June 22 - Teleconference with CTC staff Re: Agenda briefing. Los Angeles.

Lucetta Dunn

- June 1 - Teleconference with CTC staff. Re: Weekly Chair briefing. Irvine.
- June 1 - Teleconference with Caltrans' staff Re: Deputy Directive 43-RI Managed Lanes Facilities. Irvine.
- June 2 - Teleconference with Wendy Stack of OCTA Re: OCTA transportation Issues. Irvine.
- June 3 - Speaker at THINK forum for HNTB. Los Angeles
- June 8 - Teleconference with CTC staff. Re: Weekly Chair briefing. Irvine.
- June 9 - Meeting with OCTA Mike Hennessey Re: Transportation issues. Irvine.
- June 10 - Teleconference with Eileen Goodwin of Apex Strategies Re: Transportation issues. Irvine.
- June 15 - Teleconference with CTC staff. Re: Weekly Chair briefing. Irvine.

Jim Earp

- No Additional Meetings to Report.

Dario Frommer

- No Additional Meetings to Report.

James Ghielmetti

- June 3 - Meeting with Will Kempton Scott Weiner and Tilly Chang of SFCTA Re: Next generation infrastructure plans for San Francisco. San Francisco.
- June 17 - Teleconference with CTC and Caltrans staff Re: Resolutions of Necessity briefing and project delivery committee meeting. Pleasanton.
- June 22 - Teleconference with CTC staff Re: Agenda briefing. Pleasanton.
- June 22 - Teleconference with Susan Bransen Re: Annual report. Pleasanton.
- June 24 - Attended CTC Public Transportation Forum. Sacramento.
- June 28 - Attended CTC and Caltrans' focus group on Road Charge. Oakland.

Carl Guardino

- No Additional Meetings to Report.

Fran Inman

- June 4 - Attended Mobility 21 event for new LA Metro Chief Phillip Washington. Los Angeles.
- June 5 - Meeting with David Libatique Re: Port of Los Angeles transportation funding issues. Los Angeles.

- June 9 - Teleconference with Central Coast Freight Action Committee. Re: Freight issues. City of Industry.
- June 15 - Meeting with Chris Shimoda of the California Trucking Association Re: Freight Funding, Tustin.
- June 18 - Teleconference with LA Metro Re: CTC June agenda items. City of Industry.
- June 22 - Teleconference with CTC staff Re: Agenda briefing. City of Industry.
- June 24 - Attended CTC Public Transportation Forum. Sacramento.
- June 30 - Attended Harbor Transportation is "Cargomatic", Transforming Local Shipping meeting. Long Beach.

Jim Madaffer

- June 2 - Meeting with Insurance Commissioner Dave Jones. Re: Road Charge informative session. Sacramento.
- June 8 - Speaker at LCC San Diego Division Meeting Re: Road Charge update. San Diego.
- June 12 - Teleconference with CTC and Caltrans staff Re: Road Charge rate. San Diego.
- June 16 - Teleconference with CTC staff Re: Road Charge Workgroup. San Diego.
- June 17 - Teleconference with CTC staff Road Charge TAC meeting dry-run. City of Industry.
- June 18 - Speaker at SCAG board of director meeting Re: Road Charge. Los Angeles.
- June 19 - Teleconference with CTC staff Re: Road Charge TAC Agenda. San Diego.
- June 24 - Teleconference with Lorne Kaye Re: Road Charge TAC meeting. Sacramento.
- June 24 - Attended CTC Public Transportation Forum. Sacramento.
- June 28 - Attended CTC and Caltrans' focus group on Road Charge. Oakland.
- June 29 - Speaker at Coachella Valley Association of Government's general assembly. Palm Desert.
- June 30 - Meeting with CTC staff Re: Road Charge TAC meeting de-brief. Sacramento.
- June 30 - Meeting with the Sacramento Bee's Dan Walters Re: Transportation Funding Issues. Sacramento.

Joseph Tavaglione

- June 15 - Teleconference with Caltrans staff Re: Streetcar and light rail systems. Riverside.
- June 17 - Teleconference with CTC and Caltrans staff Re: Resolutions of Necessity briefing and project delivery committee meeting. Riverside.
- June 22 - Teleconference with CTC staff Re: Agenda briefing. Riverside.

1.3

EXECUTIVE DIRECTOR'S REPORT

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

Tab 7

1.4

COMMISSION REPORTS

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

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

Tab 11

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

4.1

STATE AND FEDERAL LEGISLATIVE MATTERS

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

4.2

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE AUGUST 27, 2015
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 3.5
Information

From: WILL KEMPTON
Executive Director

Subject: **2015 REPORT OF STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) BALANCES, COUNTY AND INTERREGIONAL SHARES**

ISSUE:

The Commission is required to maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional improvement programs, and to make the balance through the preceding fiscal year available for review by all regional agencies at the time of each fund estimate, and by no later than August 15 of each year.

Commission staff transmitted this year's report to all regions and to Caltrans on August 5, 2015. The report includes both county and interregional share balances, with listings of projects programmed from those balances. The report's transmittal letter and summary table of balances are attached. The report is available on the Commission's website (www.catc.ca.gov) and can also be obtained by contacting the Commission office.

BACKGROUND:

Section 188.10 of the Streets and Highways Code requires that the Commission maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional programs. This statute also requires the Commission to make the balances through the preceding fiscal year available for review at the time of each fund estimate and by not later than August 15 of each year. The balances are to include shares from the prior fund estimate, amounts programmed in the STIP, surpluses or shortfalls due to reservations or advancement, and adjustments as provided for in statute.

Attachment

August 5, 2015

To: Regional Agencies
Caltrans

2015 Report of STIP Balances
County and Interregional Shares

This is the California Transportation Commission's eighteenth annual report of State Transportation Improvement Program (STIP) county share and interregional share balances. Section 188.11 of the Streets and Highways Code mandates that the Commission maintain a record of balances and that it make the balances through the end of each fiscal year available for review by regional agencies not later than August 15 each year.

This year's report of share balances includes allocations approved through the June 25, 2015 Commission meeting. The balances in this report are based on capacity identified through 2018-19 in the 2014 STIP fund estimate, adopted in August 2013. The balances also include all current cash commitments made for AB 3090 reimbursements.

The Commission breaks down the programming of STIP projects into three distinct categories, reflecting the restrictions of two of its major funding sources. The categories include (1) highway projects; (2) rail and transit projects; and (3) bicycle and pedestrian projects, now funded primarily from the State Highway Account (SHA) and federal funds.

Rail and transit projects should be eligible for federal funds as Public Transportation Account funds have become more limited and will likely remain so in the future. These projects may also be eligible for SHA funds if the projects are not subject to Article 19 restrictions and there has been a county-wide vote to approve such use (as required by Proposition 5 of 1974).

Bicycle and pedestrian projects may be eligible for federal funds or SHA funds. Under law, county shares are based on the total of STIP funding estimated from all sources—there are not separate shares for each source.

This report includes STIP project listings for the primary purpose of documenting the use and availability of county and interregional shares. Although these listings may provide a useful summary of STIP projects, the project descriptions here are very brief and should not be regarded as complete and authoritative. Caltrans maintains a database with more complete project descriptions, and final authority rests with specific Commission actions and their supporting documentation.

This report does not address identified funding shortfalls. It is estimated that there will not be sufficient capacity in the 2016 STIP to program new projects and many of the current projects shown in this report will likely be delayed.

Please direct any comments or questions regarding this report to the Commission's Deputy Director, Laurel Janssen, at 916-651-6143, e-mail Laurel.Janssen@dot.ca.gov.

Sincerely,

Will Kempton

WILL KEMPTON
Executive Director

SUMMARY OF STIP SHARE BALANCES

Through June 30, 2015

($1,000's)

County	STIP County and Interregional Share Balances			
	Total Share Amount	Amount Programmed	Unprogrammed Balance	Balance Advanced
Alameda	78,869	78,869	0	0
Alpine	3,199	2,449	750	0
Amador	5,988	5,815	173	0
Butte	22,263	20,033	2,230	0
Calaveras	6,926	6,926	0	0
Colusa	5,950	5,952	0	2
Contra Costa	102,295	113,148	0	10,853
Del Norte	(8,190)	1,202	0	9,392
El Dorado CTC	1,187	6,427	0	5,240
Fresno	81,237	63,295	17,942	0
Glenn	9,590	7,767	1,823	0
Humboldt	29,646	31,475	0	1,829
Imperial	30,168	42,813	0	12,645
Inyo	48,467	66,388	0	17,921
Kern	77,289	79,442	0	2,153
Kings	(11,753)	3,347	0	15,100
Lake	20,485	20,480	5	0
Lassen	25,790	22,485	3,305	0
Los Angeles	689,669	689,510	159	0
Madera	4,734	14,627	0	9,893
Marin	(25,002)	8,390	0	33,392
Mariposa	6,903	5,225	1,678	0
Mendocino	14,607	21,926	0	7,319
Merced	24,324	5,203	19,121	0
Modoc	12,689	13,048	0	359
Mono	34,003	32,078	1,925	0
Monterey	77,879	78,029	0	150
Napa	16,474	15,567	907	0
Nevada	3,786	6,530	0	2,744
Orange	180,599	177,433	3,166	0
Placer TPA	(34,409)	3,803	0	38,212
Plumas	15,620	13,439	2,181	0
Riverside	125,842	122,742	3,100	0
Sacramento	63,409	64,223	0	814
San Benito	5,015	9,849	0	4,834
San Bernardino	167,610	167,701	0	91
San Diego	213,758	217,572	0	3,814
San Francisco	4,111	5,066	0	955
San Joaquin	41,508	41,508	0	0
San Luis Obispo	24,988	18,331	6,657	0
San Mateo	74,445	74,580	0	135
Santa Barbara	124,035	125,725	0	1,690
Santa Clara	34,774	34,774	0	0
Santa Cruz	28,681	26,342	2,339	0
Shasta	18,385	16,942	1,443	0
Sierra	3,009	2,049	960	0
Siskiyou	15,025	15,937	0	912
Solano	50,200	50,229	0	29
Sonoma	767	17,060	0	16,293
Stanislaus	41,285	40,266	1,019	0
Sutter	4,253	4,253	0	0
Tahoe RPA	8,263	12,600	0	4,337
Tehama	17,383	17,514	0	131
Trinity	7,666	8,960	0	1,294
Tulare	62,283	58,463	3,820	0
Tuolumne	12,072	11,736	336	0
Ventura	55,182	36,690	18,492	0
Yolo	24,520	20,914	3,606	0
Yuba	13,831	13,831	0	0
Statewide Regional	2,793,582	2,898,978	97,137	202,533
Interregional	1,017,340	1,100,681	0	83,341
TOTAL	3,810,922	3,999,659	97,137	285,874

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 17

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.8
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **ADOPTION OF THE 2016 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES RESOLUTION G-15-19**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution G-15-19 to adopt the Proposed 2016 State Transportation Improvement Program (STIP) Fund Estimate, and to approve the Proposed 2016 Aeronautics Account Fund Estimate.

ISSUE:

Section 14525(a) of the Government Code (GC) requires the Commission to adopt the STIP Fund Estimate in each odd year by August 15. Section 14525(d) allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days. In January, the Commission took action to delay consideration of adopting the 2016 STIP Fund Estimate until the scheduled August Commission meeting. Resolution G-15-19 and the Proposed 2016 Aeronautics Account Fund Estimate have been updated based on Commission and Commission staff recommendations, and include the state and federal funding available for programming over the respective fund estimate periods.

BACKGROUND:

Section 14524(a) of the GC requires the Department to present a STIP Fund Estimate to the Commission by July 15. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate. Although Aeronautics Account resources are independent of the accounts included within the STIP Fund Estimate, the biennial Aeronautics Account Fund Estimate has been presented for adoption concurrently with the 2016 STIP Fund Estimate. Continued efforts surrounding a long-term Federal Highway Act, in addition to the state's ongoing Special Session on Transportation, have the potential to significantly impact the 2016 STIP Fund Estimate prior to the end of the calendar year.

Attachments

RESOLUTION G-15-19

RESOLUTION TO ADOPT THE 2016 STIP FUND ESTIMATE

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2016 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 22, 2015, the Department presented an overview of the fund estimate process and schedule; and

1.3 WHEREAS, on May 28, 2015, the Department presented, and the Commission approved the 2016 Fund Estimate assumptions; and

1.4 WHEREAS, on June 25, 2015, the Department presented to the Commission the Draft 2016 Fund Estimate; and

1.5 WHEREAS, on July 23, 2015, the Commission held a workshop on the Proposed 2016 Fund Estimate to consider public comment, and indicated that the adoption of the 2016 Fund Estimate would be scheduled for August 27, 2015; and

1.6 WHEREAS, on August 27, 2015, the Department will present to the Commission an updated, Proposed 2016 Fund Estimate; and

1.7 WHEREAS, the Proposed 2016 Fund Estimate identifies new program capacity of approximately $223 million in new highway STIP capacity for the five-year period covering 2016-17 through 2020-21; and

1.8 WHEREAS, the Proposed 2016 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2015.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2016 STIP Fund Estimate, as presented by the Department on August 27, 2015, with programming in the 2016 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 2016 Fund Estimate to each regional agency and county transportation commission.

SUMMARY OF THE PROPOSED 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

Edmund G. Brown, Jr.
Governor
STATE OF CALIFORNIA

Brian P. Kelly
Secretary
California State Transportation Agency

Malcolm Dougherty
Director
Department of Transportation

The 2016 State Transportation Improvement Program Fund Estimate Book is available online at
http://www.dot.ca.gov/hq/transprog/ctcliaison.htm

EXECUTIVE SUMMARY

On August 27, 2015, the California Transportation Commission (Commission) will adopt the 2016 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2016 STIP FE period covers state fiscal years 2016-17 through 2020-21.

STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2016 STIP FE includes a total estimate of $2.4 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. The 2016 STIP FE projects a new, estimated STIP program capacity of $223 million over the FE period. For the six-year period, capacity is reduced to approximately $46 million due to STIP shortfalls in the base year. In comparison, the 2014 STIP FE included a forecast of $1.3 billion in new STIP program capacity over the prior five-year and six-year periods. As a result of the new STIP program capacity forecasted in the 2016 STIP FE, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

- STIP capacity in the future will continue to depend primarily on retail prices and consumption of gasoline and diesel. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

SHOPP Capacity

SHOPP projects are funded with federal and state resources, and consist of major rehabilitation work on the State Highway System. The 2016 STIP FE forecasts SHOPP program capacity of $12.0 billion over the five-year FE period. Similar to the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity is estimated at $7.1 billion over the FE period. In comparison, the 2014 STIP FE displayed a forecast of $7.3 billion in new SHOPP program capacity.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, has a fund balance that is highly volatile in nature. The cash balance in this account fluctuates daily.

- The SHOPP is constrained over the entire FE period. While the 2016 STIP FE forecasts an average of $2.4 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-based need is roughly $8.0 billion as identified in the 2015 Ten-Year SHOPP Plan. As a result of the approximately $5.6 billion annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and cost increases over the FE period.

ESTIMATED CAPACITY BY PROGRAM

Fund Estimate Five-Year Period

2016 STIP FE
SHOPP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE SHOPP Target Capacity	**$2,300**	**$2,300**	**$2,400**	**$2,400**	**$2,400**	**$2,500**	**$12,000**	**$14,300**
2014 SHOPP Program	2,507	2,440	2,440	0	0	0	4,880	7,387
New SHOPP Program Capacity	**($207)**	**($140)**	**($40)**	**$2,400**	**$2,400**	**$2,500**	**$7,120**	**$6,913**
Cumulative Difference	**($207)**	**($347)**	**($387)**	**$2,013**	**$4,413**	**$6,913**		

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

2016 STIP FE
STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE Target Capacity	**$378**	**$405**	**$420**	**$470**	**$540**	**$540**	**$2,375**	**$2,753**
2014 STIP Program	554	798	682	673	0	0	2,152	2,707
New STIP Program Capacity	**($176)**	**($393)**	**($262)**	**($203)**	**$540**	**$540**	**$223**	**$46**
Cumulative Difference	**($176)**	**($569)**	**($831)**	**($1,034)**	**($494)**	**$46**		

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

2016 STIP FE
PTA Capacity - Included in Overall STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE PTA Target Capacity	**$50**	**$40**	**$40**	**$40**	**$40**	**$40**	**$200**	**$250**
2014 PTA STIP Program	86	83	129	118	0	0	330	416
New PTA STIP Capacity	**($36)**	**($43)**	**($89)**	**($78)**	**$40**	**$40**	**($130)**	**($166)**

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

PROPOSED

2016 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
($ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$1,158							$1,158
Fuel Excise Taxes (Base)	$1,894	$1,894	$1,894	$1,894	$1,894	$1,894	$9,469	$11,362
Fuel Excise Taxes (Price-Based)	1,393	1,583	1,745	1,844	1,936	1,947	9,055	10,449
Net Weight Fees	0	0	0	0	0	0	0	0
Miscellaneous Revenues	85	80	81	82	80	80	402	487
Transportation Loans	0	78	54	0	0	0	132	132
Net Transfers - Others	2	(236)	(213)	(160)	(160)	(160)	(928)	(926)
Expenditures - Other Agencies	(130)	(138)	(135)	(138)	(140)	(141)	(691)	(821)
Total State Resources	$4,402	$3,261	$3,426	$3,522	$3,611	$3,620	$17,439	$21,842
Obligation Authority (OA)	$3,242	$3,287	$3,333	$3,380	$3,427	$3,475	$16,903	$20,145
August Redistribution	147	147	147	147	147	147	735	882
Other Federal Resources	(177)	(177)	(177)	(177)	(177)	(177)	(884)	(1,061)
Total Federal Resources	$3,212	$3,257	$3,303	$3,350	$3,397	$3,445	$16,753	$19,965
TOTAL STATE & FED RESOURCES	**$7,614**	**$6,519**	**$6,729**	**$6,872**	**$7,008**	**$7,065**	**$34,193**	**$41,807**
COMMITMENTS								
STATE OPERATIONS	**($978)**	**($1,005)**	**($1,032)**	**($1,059)**	**($1,087)**	**($1,116)**	**($5,299)**	**($6,278)**
MAINTENANCE	**($1,307)**	**($1,335)**	**($1,365)**	**($1,395)**	**($1,426)**	**($1,457)**	**($6,977)**	**($8,284)**
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	($108)	($102)	($89)	($82)	($80)	($79)	($432)	($540)
State & Federal LA	(1,242)	(1,258)	(1,276)	(1,288)	(1,303)	(1,320)	(6,445)	(7,688)
TOTAL LA	**($1,350)**	**($1,360)**	**($1,364)**	**($1,370)**	**($1,384)**	**($1,399)**	**($6,877)**	**($8,227)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($602)	($564)	($264)	($105)	($59)	($30)	($1,022)	($1,624)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
TOTAL SHOPP COS	**($705)**	**($668)**	**($368)**	**($209)**	**($163)**	**($134)**	**($1,541)**	**($2,247)**
SHOPP CAPITAL OUTLAY								
Major capital	($1,665)	($135)	($52)	($15)	($6)	$0	($208)	($1,873)
Minor capital	(86)	(77)	(68)	(68)	(68)	(68)	(350)	(435)
R/W Project Delivery	(49)	(43)	(28)	(17)	(10)	(8)	(106)	(155)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
TOTAL SHOPP CAPITAL OUTLAY	**($1,813)**	**($273)**	**($170)**	**($122)**	**($105)**	**($86)**	**($756)**	**($2,570)**
TOTAL NON-STIP COMMITMENTS	**($6,154)**	**($4,641)**	**($4,299)**	**($4,155)**	**($4,164)**	**($4,193)**	**($21,452)**	**($27,606)**
STIP LA								
STIP Off-System	($35)	($30)	($25)	($10)	($1)	($1)	($67)	($102)
Oversight (Partnership)	(21)	(19)	(17)	(16)	(15)	(15)	(83)	(103)
TOTAL STIP LA	**($56)**	**($49)**	**($42)**	**($26)**	**($17)**	**($16)**	**($150)**	**($205)**
STIP COS	**($181)**	**($99)**	**($69)**	**($30)**	**($17)**	**($12)**	**($227)**	**($408)**
STIP CAPITAL OUTLAY								
STIP On-System	($536)	($387)	($192)	($74)	($15)	$0	($668)	($1,204)
R/W Project Delivery	(86)	(83)	(23)	(21)	(15)	(12)	(154)	(240)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
TOTAL STIP CAPITAL OUTLAY	**($629)**	**($479)**	**($219)**	**($99)**	**($33)**	**($15)**	**($845)**	**($1,474)**
TOTAL STIP COMMITMENTS	**($866)**	**($627)**	**($330)**	**($156)**	**($67)**	**($43)**	**($1,222)**	**($2,088)**

TOTAL RESOURCES AVAILABLE	**$595**	**$1,250**	**$2,100**	**$2,561**	**$2,777**	**$2,830**	**$11,519**	**$12,114**
SHOPP TARGET CAPACITY	**$2,300**	**$2,300**	**$2,400**	**$2,400**	**$2,400**	**$2,500**	**$12,000**	**$14,300**
STIP TARGET CAPACITY	**$328**	**$365**	**$380**	**$430**	**$500**	**$500**	**$2,173**	**$2,502**

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

PROPOSED

2016 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
($ in thousands)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$498,261							$498,261
Adjustment for STA Transfer Timing	(99,232)							(99,232)
Sales Tax on Diesel	559,420	565,014	570,664	576,371	582,135	587,956	2,882,140	3,441,560
SMIF Interest Earned	1,164	926	709	545	393	296	2,869	4,033
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	0	0	0	0	0	29,081	29,081	29,081
TOTAL RESOURCES	**$984,689**	**$591,016**	**$596,449**	**$601,992**	**$607,604**	**$642,409**	**$3,039,470**	**$4,024,159**
State Transit Assistance (STA)	(351,316)	(354,829)	(358,377)	(361,961)	(365,581)	(369,236)	(1,809,984)	(2,161,300)
SUBTOTAL AVAILABLE RESOURCES	**$633,373**	**$236,187**	**$238,072**	**$240,031**	**$242,023**	**$273,173**	**$1,229,486**	**$1,862,859**
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	($31,126)	($31,811)	($32,511)	($33,226)	($33,957)	($34,704)	($166,208)	($197,334)
Planning Staff and Support	(22,673)	(23,172)	(23,682)	(24,203)	(24,735)	(25,279)	(121,070)	(143,743)
California Transportation Commission	(1,713)	(1,751)	(1,789)	(1,829)	(1,869)	(1,910)	(9,147)	(10,860)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(5,991)	(6,123)	(6,258)	(6,395)	(6,536)	(6,680)	(31,991)	(37,982)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(120)
Secretary for Transportation Agency	(6)	(6)	(6)	(6)	(6)	(6)	(30)	(36)
TOTAL STATE OPERATIONS	**($62,508)**	**($63,861)**	**($65,245)**	**($66,658)**	**($68,103)**	**($69,580)**	**($333,418)**	**($395,920)**
INTERCITY RAIL								
Intercity Rail and Bus Operations	($119,487)	($123,072)	($126,764)	($130,567)	($134,484)	($138,518)	($653,404)	($772,891)
Amtrak Funding Adjustment	(8,500)	(8,755)	(9,018)	(9,288)	(9,567)	(9,854)	(46,481)	(54,981)
Amtrak Adjustment (Release of Rented Equipment)	0	0	1,514	12,093	12,456	12,830	38,893	38,893
San Joaquin Service Change: 7th Round Trip	(4,600)	(6,100)	(6,283)	(6,471)	(6,666)	(6,866)	(32,386)	(36,986)
San Joaquin Service Change: 8th Round Trip	0	0	0	0	(7,725)	(7,957)	(15,682)	(15,682)
San Joaquin Service: High Speed Rail Integration	0	0	0	0	0	(24,800)	(24,800)	(24,800)
Pacific Surfliner Service Change: 12th Round Trip	0	0	0	(5,500)	(5,665)	(5,835)	(17,000)	(17,000)
Heavy Equipment Overhaul: Existing	(15,800)	(16,274)	(16,762)	(17,265)	(17,783)	(18,317)	(86,401)	(102,201)
Equipment Overhaul: New Railcars and Locomotives	0	0	0	0	(635)	(1,144)	(1,779)	(1,779)
TOTAL INTERCITY RAIL	**($148,387)**	**($154,201)**	**($157,313)**	**($156,998)**	**($170,068)**	**($200,460)**	**($839,040)**	**($987,427)**
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	($3,211)	($3,243)	($3,276)	($3,308)	($3,341)	($3,375)	($16,543)	($19,754)
TOTAL LOCAL ASSISTANCE	**($3,211)**	**($3,243)**	**($3,276)**	**($3,308)**	**($3,341)**	**($3,375)**	**($16,543)**	**($19,754)**
CAPITAL PROJECTS								
STIP - Mass Transportation*	($58,990)	($55,497)	($15,947)	($7,414)	($3,430)	($348)	($82,636)	($141,626)
STIP - Rail*	(19,156)	(38,972)	(27,989)	(24,980)	(7,166)	(1,828)	(100,936)	(120,092)
TOTAL CAPITAL PROJECTS	**($78,146)**	**($94,469)**	**($43,936)**	**($32,394)**	**($10,596)**	**($2,176)**	**($183,572)**	**($261,718)**
CASH AVAILABLE FOR PROGRAMMING	**$341,121**	**($79,587)**	**($31,697)**	**($19,328)**	**($10,086)**	**($2,418)**	**($143,086)**	**$198,005**
PTA STIP TARGET CAPACITY	**$50,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$200,000**	**$250,000**

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

* Cash flow adjusted for unliquidated encumbrances.

PROPOSED

2016 FUND ESTIMATE
AERONAUTICS ACCOUNT
($ in thousands)

	2015-16	2016-17	2017-18	2018-19	3-Year Total
RESOURCES					
Beginning Balance	$8,473	$2,444	$876	$200	
Adjustment for Prior Commitments[1]	(4,133)				
ADJUSTED BEGINNING BALANCE	**$4,340**	**$2,444**	**$876**	**$200**	**$3,520**
Aviation Gas Excise Tax[2]	$3,051	$3,128	$3,207	$3,289	$9,624
Jet Fuel Excise Tax[2]	2,392	2,379	2,367	2,354	7,100
Interest (SMIF)	19	15	12	11	38
Federal Trust Funds	439	449	459	469	1,376
Sale of Documents	1	1	1	1	2
Transfer to PTA Account	(30)	(30)	(30)	(30)	(90)
TOTAL RESOURCES	**$10,212**	**$8,385**	**$6,892**	**$6,293**	**$21,570**
STATE OPERATIONS					
State Operations	($3,924)	($4,011)	($4,099)	($4,189)	($12,299)
State Controller (0840)	(1)	(1)	(1)	(1)	(3)
Financial Information System for California (8880)	(7)	(7)	(7)	(7)	(22)
TOTAL STATE OPERATIONS	**($3,932)**	**($4,019)**	**($4,107)**	**($4,198)**	**($12,324)**
LOCAL ASSISTANCE					
Grants to Local Agencies (Annual Credit Program)	($1,490)	($1,490)	($1,490)	($1,490)	($4,470)
Airport Improvement Program (AIP) Match	(1,000)	0	0	0	0
Acquisition & Development (A&D)	(1,346)	0	0	0	0
Program Capacity	0	(2,000)	(1,094)	(406)	(3,500)
TOTAL LOCAL ASSISTANCE	**($3,836)**	**($3,490)**	**($2,584)**	**($1,896)**	**($7,970)**
FUND BALANCE	**$2,444**	**$876**	**$200**	**$200**	

Note: Numbers may not add due to rounding.

[1] Includes outstanding Plan of Financial Adjustments and encumbrances.

[2] Excise tax revenues are based on the 2015-16 projection from the 2015-16 Governor's Budget and adjusted each year from 2016-17 through 2018-19 per Aeronautics Account Assumption #2.

County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2016 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA), and a negligible amount of capacity in 2020-21 for the State Highway Account (SHA). This means that the 2016 STIP is basically already fully programmed, and projects currently programmed in the STIP will have to be delayed to the two new years of the five-year period. **There are no programming targets in the 2016 STIP** due to the lack of new capacity.

The following table (Table 1 – Reconciliation to County and Interregional Shares) lists the net changes to program capacity from the 2016 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and non-PTA (the State Highway Account and Federal Trust Fund). The table is based on Commission actions through June 30, 2015.

2016 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

($ millions)

Public Transportation Account (PTA)	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 FE PTA Target Capacity	$50	$40	$40	$40	$40	$40	$200	$250
Total 2016 STIP FE PTA Target Capacity	**$50**	**$40**	**$40**	**$40**	**$40**	**$40**	**$200**	**$250**
2014 STIP Program [1]	**$86**	**$83**	**$129**	**$118**	**$0**	**$0**	**$330**	**$416**
Net PTA STIP Program	**$86**	**$83**	**$129**	**$118**	**$0**	**$0**	**$330**	**$416**
PTA Capacity for County Shares	**($36)**	**($43)**	**($89)**	**($78)**	**$40**	**$40**	**($130)**	**($166)**
Cumulative	**($36)**	**($79)**	**($168)**	**($246)**	**($206)**	**($166)**		

State Highway Account (SHA)	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 FE Non-PTA Target Capacity	$328	$365	$380	$430	$500	$500	$2,175	$2,503
Total 2016 STIP FE Non-PTA Capacity	**$328**	**$365**	**$380**	**$430**	**$500**	**$500**	**$2,175**	**$2,503**
2014 STIP Program - hwy [1]	**$451**	**$685**	**$539**	**$550**	**$0**	**$0**	**$1,774**	**$2,225**
2014 STIP Program - bike/ped [1]	**$16**	**$30**	**$14**	**$5**	**$0**	**$0**	**$48**	**$65**
Net Non-PTA STIP Program	**$468**	**$715**	**$553**	**$554**	**$0**	**$0**	**$1,822**	**$2,290**
Non-PTA Capacity for County Shares	**($140)**	**($350)**	**($173)**	**($124)**	**$500**	**$500**	**$353**	**$213**
Cumulative	**($140)**	**($490)**	**($663)**	**($787)**	**($287)**	**$213**		
Total Capacity	**($176)**	**($393)**	**($262)**	**($203)**	**$540**	**$540**	**$223**	**$46**

Notes:

General note: Numbers may not add due to rounding.

[1] 2015 Orange Book

8/27/2015

4.6

2016 STIP GUIDELINES HEARING

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.7
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) GUIDELINES**
RESOLUTION G-15-18

ISSUE:

The Commission is required to adopt guidelines for the development of the STIP.

RECOMMENDATION:

Commission staff recommends that the Commission adopt the attached 2016 STIP Guidelines presented at the 2016 STIP Guidelines Hearing (reference number 4.x). These guidelines include both guidelines specific to the 2016 STIP cycle and amendments to the permanent guidelines.

BACKGROUND:

Statute (Senate Bill 45, 1997) calls for the Commission to adopt STIP guidelines to serve as "the complete and full statement of the policy, standards and criteria that the Commission intends to use in selecting projects to be included in the state transportation improvement program." The guidelines are developed in cooperation with the Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code 14530.1.

The statutes further authorize the Commission to amend the adopted guidelines after conducting at least one public hearing. The STIP Guidelines were most recently amended on August 6, 2013. The statutes call for the Commission to make a reasonable effort to adopt guidelines amendments prior to the adoption of the fund estimate. In no event may the Commission change its guidelines during the period between 30 days after the fund estimate adoption and the STIP adoption.

The Draft 2016 STIP Guidelines were presented at the June 25, 2015 Commission meeting. Commission staff held a workshop on the proposed guidelines on July 23, 2015, and a hearing on August 27, 2015.

Attachment

August 27, 2015

CALIFORNIA TRANSPORTATION COMMISSION
Amendment of STIP Guidelines

RESOLUTION G-15-18
Amending Resolution G-13-17

1.1 WHEREAS Government Code Section 14530.1 requires the California Transportation Commission to adopt guidelines for the development of the State Transportation Improvement Program (STIP) and permits the Commission to amend the guidelines after conducting a public hearing, and

1.2 WHEREAS the Commission last amended the STIP Guidelines on August 6, 2013 (Resolution G-13-17), and

1.3 WHEREAS Section 14530.1 requires the Commission to make a reasonable effort to adopt the amended guidelines prior to its adoption of the fund estimate pursuant to Section 14525 and, in no event, to amend the guidelines during the period commencing 30 days after the fund estimate and before the adoption of the STIP, and

1.4 WHEREAS the Commission intends to adopt the 2016 STIP Fund Estimate on August 27, 2015, and

1.5 WHEREAS the draft STIP Guidelines were presented at the June 25, 2015 Commission meeting and the July 23, 2015 workshop, and the Commission held hearings on the draft Guidelines on August 27, 2015, and

1.6 WHEREAS Senate Bill 486, signed by the Governor on September 30, 2014, gave the Commission responsibility for adopting the State Highway Operations and Protection Program (SHOPP), and

1.7 WHEREAS Executive Order B-30-15, issued by the Governor on April 29, 2015, requires state agencies to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets,

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the amendments to the STIP Guidelines, as presented by Commission staff on August 27, 2015, and

2.2 BE IT FURTHER RESOLVED that the Commission adopts the attached amendments to the policies and procedures specific to the 2016 STIP, and

2.3 BE IT FURTHER RESOLVED that the Commission intends to apply these amended guidelines, as appropriate, when programming and allocating SHOPP projects, and

2.4 BE IT FURTHER RESOLVED that the Commission intends to work with the Department and regional agencies to develop tools, such as benefit/cost models, for use in evaluating proposed projects consistent with Executive Order B-30-15, and

2.5 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the STIP Guidelines, as amended, together with the policies and procedures specific to the 2016 STIP, to regional agencies, county transportation commissions, and representatives of local agencies and transit agencies.

Attachment

Attachment to Resolution G-15-18

STIP Guidelines
Policies and Procedures Specific to the 2016 STIP

The following specific policies and procedures address the particular circumstances of the 2016 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2016 STIP:

Caltrans presents draft Fund Estimate	June 25, 2015
STIP Guidelines & Fund Estimate Workshop	July 23, 2015
CTC adopts Fund Estimate & Guidelines	August 27, 2015
Caltrans identifies State highway needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP hearing, North	October 28, 2015
CTC ITIP hearing, South	November 4, 2015
Regions submit RTIPs	December 15, 2015
Caltrans submits final ITIP	December 15, 2015
CTC STIP hearing, North	January 21, 2016
CTC STIP hearing, South	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC adopts STIP	March 16-17, 2016

- Statewide Fund Estimate. The statewide capacity for the 2016 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2019-20 and 2020-21, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the decrease in the price based excise tax. The estimate incorporates the 2015-16 Budget Act and other 2015 legislation enacted prior to the Fund Estimate adoption. Programming in the 2016 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2019-20 and 2020-21.

- County shares and targets. **The 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP (there is about $46 million of capacity available in the last year of the STIP period). This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years.**

  ~~The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2015. For each county and the interregional share, the table identifies the following amounts:~~

  - ~~Base (minimum). This is the share for each county and the interregional program through 2019-20, the end of the county share period that falls within the 2016 STIP period. The base is calculated as the sum of the share balance through the June 2015 Commission meeting and the STIP formula share of the statewide new capacity available through 2019-20. In accordance with statute and the STIP Guidelines, the Commission will program all RTIP proposals that fall within this amount unless it rejects the RTIP in its entirety.~~

- ~~Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2020-21. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2016 STIP.~~
- ~~Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.~~

- **Reprogramming of current year projects**. **In a departure from the general rule in the STIP Guidelines, projects programmed in 2015-16, including projects from prior years that have allocation extensions, may be reprogrammed to a later fiscal year if they are on the list of delivered projects or if they have been granted, prior to adoption of the Fund Estimate, an extension of the allocation period that expires after the adoption of the 2016 STIP.**

- **Submittal of RTIPS**. **The Regional Transportation Planning Agency (RTPA) Group has voluntarily developed a template for submittal of RTIPs, and encourages its use by regions for the 2016 STIP. The purpose of the template is to make RTIP submittals more consistent statewide and to present a visualization tool ~~which~~ that provides information in an organized and transparent manner. The RTIP template includes, but is not limited to, the following: contact information, a summary of previously completed RTIP projects, information on how regions are delivering projects and meeting state and federal goals, a public participation summary, a description of the relationship between the RTIP and the adopted RTP/SCS, and a description of the performance and effectiveness of the RTIP. ~~The template will be available for download prior to August 27, 2015 at http://calrtpa.wordpress.com.~~**

- Transit and Rail Projects. ~~While PTA program capacity has been eliminated, a~~ **A** region may ~~still~~ nominate transit and rail projects in its RTIP within State Highway Account (SHA) and Federal funding constraints **(rolling stock may only be funded with Federal funds)**. **As indicated in the fund estimate, a small amount of PTA funds is available to fund transit and rail projects. A region nominating a project that requires PTA funding because it does not meet SHA or Federal requirements must clearly explain this requirement in its RTIP.**

- Bicycle and Pedestrian projects. Existing bicycle and pedestrian projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.

- Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2016-17 through 2020-21, based upon the 2012, 2014, and 2016 Fund Estimates. These are the amounts against which the 5% is applied. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

- Advance Project Development Element (APDE). There is no APDE identified for the 2016 STIP.

- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2016 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an "AB 3090 Plan" which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2016-17, 2017-18, or 2018-19. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.

- Caltrans Benefit/Cost Model. The 2016 STIP Guidelines continue the requirement for project-level evaluations including use of Caltrans' Benefit/Cost Model. Caltrans has developed a model for bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.

- Commission expectations and priorities. The 2016 Fund Estimate indicates that the 2014 STIP is over-programmed in the early years. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

  For the 2016 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2014 STIP, as amended.

  The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2015. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

  California has been in a historic drought and Governor Brown proclaimed a state of emergency on January 17, 2014. In addition, the Governor issued statewide mandatory water reductions on April 1, 2015. Therefore, it is the intent of the Commission that any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation consistent with the Governor's actions.

  Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investment shall be guided by the following principles:

- **Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;**
- **Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;**
- **Actions should protect the state's most vulnerable populations; and**
- **Natural infrastructure solutions should be prioritized.**

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2016 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

CALIFORNIA TRANSPORTATION COMMISSION

STIP GUIDELINES
August 27, 2015

CALIFORNIA TRANSPORTATION COMMISSION
STIP GUIDELINES

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I. Introduction:

1. Purpose and Authority. These guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the state transportation improvement program (STIP). They were developed and adopted in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code Section 14530.1. The guidelines were developed and adopted with the following basic objectives:

   - Develop and manage the STIP as a resource management document.
   - Facilitate transportation decision making by those who are closest to the transportation problems.
   - Recognize that although Caltrans is owner-operator of the State highway system, the regional agencies have the lead responsibility for resolving urban congestion problems, including those on state highways.
   - Provide incentives for regional accountability for the timely use of funds.
   - Facilitate the California Transportation Commission, and Caltrans role as guardian of State capital dollars, with responsibility for determining how best to manage those dollars in a wise and cost-effective manner.
   - Facilitate cooperative programming and funding ventures between regions and between Caltrans and regions.
   - **Recognize regional and statewide goals and objectives in the improvements of the state's multi-modal transportation system.**
   - **Emphasize partnerships between Caltrans and regional agencies in making investment decisions addressing the most critical corridor needs, regardless of mode choice or system condition.**

   The Commission intends to carry out these objectives through its guidelines, stressing accountability, flexibility, and simplicity.

2. Biennial Fund Estimate. By July 15 of each odd numbered year Caltrans shall submit to the Commission a proposed fund estimate for the following five-year STIP period. The Commission shall adopt the fund estimate by August 15 of that same year. The assumptions on which the fund estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies and county transportation commissions.

3. STIP Adoption. Not later than April 1 of each even numbered year the Commission shall adopt a five-year STIP and submit it to the legislature and to the Governor. The STIP shall be a statement of the Commission's intent for allocation and expenditure of funds for the following five years as well as a resource management document to assist in the planning and utilization of transportation resources in a cost-effective manner. The STIP shall be developed consistent with the fund estimate and the total amount programmed in each fiscal year of the STIP shall not exceed the amount specified in the fund estimate. The adopted STIP shall remain in effect until a new STIP is adopted for the next two year STIP cycle.

4. Amendments to STIP Guidelines. The Commission may amend the adopted STIP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

5. Federal TIPs and Federal STIP. These guidelines apply only to the transportation programming requirements specified in state statutes. They do not apply to transportation programming requirements specified in federal statutes. Generally, all projects receiving federal transportation funds must be programmed in a federal TIP (for projects in urbanized regions) and also in a federal STIP. Metropolitan Planning Organizations are responsible for developing and adopting federal TIPs and Caltrans is responsible for preparing the federal STIP. The requirements for federal TIPs and the federal STIP are specified in federal statutes (Title 23 USC) and federal regulations (23 CFR part 450).

II. STIP Contents:

6. General. The STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP). State highway project costs in the STIP will include all Caltrans project support costs and all project listings will specify costs for each of the following four components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of-way acquisition; and (4) construction and construction management and engineering, including surveys and inspection. (See Sections 47 and 50 of these guidelines for guidance on the display of project components and their costs.)

7. County and Interregional Shares. The STIP consists of two broad programs, the regional program funded from 75% of new STIP funding and the interregional program funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP will nominate only projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share (see Section 32 of these guidelines).

   The 1998 STIP period constituted a single county share period ending 2003-04; later county share periods are discrete 4-year periods, ending 2007-08, 2011-12, 2015-16, etc. Both surpluses and deficits of county shares and interregional shares carry forward from one period to the next. The Commission will program each new project, including Caltrans support costs, either from a county share or from the interregional share. (See Sections 53-59 of these guidelines for the method of counting cost changes after initial programming.)

8. Joint Funding from Regional and Interregional Shares. If Caltrans and a regional agency agree, they may recommend that a new project or a project cost increase be jointly funded

from county and interregional shares. In that case, the region will nominate the county share in the RTIP and Caltrans will nominate the interregional share in the ITIP.

9. Prior Year Projects. The STIP shall include projects from the prior STIP that are expected to be advertised prior to July 1 of the year of adoption, but for which the Commission has not yet allocated funds.

10. 1996 STIP Projects. All 1996 STIP project costs will be funded off the top prior to the division of new funds between the regional and interregional programs. This grandfathered funding will include Caltrans support costs, and the project cost display for 1996 STIP projects will conform to the same standards used for new STIP projects. Any cost changes to construction or right-of-way capital costs for 1996 STIP projects will be drawn from or credited to county and interregional shares the same as if they were cost changes to new STIP projects. Caltrans support costs for 1996 STIP projects will be drawn from county and interregional shares only to the extent that they are attributable to a change in project scope since the 1996 STIP. Except where there is a proposal for jointly funding a cost increase from county and interregional shares, cost changes that Caltrans requests for projects originally programmed under the former intercity rail, interregional road system, or retrofit soundwall programs or for NAFTA projects programmed in the 1996 STIP will be drawn from or credited to the new interregional share. All other cost changes will be drawn from or credited to the appropriate regional share. Caltrans, in the ITIP, shall report on the budgets for all ongoing grandfathered 1996 STIP projects. This reporting shall include a comparison of actual expenditures compared to project budgets as reported in the ~~2010~~ **2014** ITIP.

11. **Multi-Modal Corridor. A corridor is defined as a largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods. The corridor serves a particular travel market or markets affected by similar transportation needs and mobility issues. It includes various modes that provide similar or complementary transportation functions, including cross-mode connections.**

12. Transportation Management System Improvements. The Commission supports implementation and application of transportation management systems (TMS) improvements to address highway congestion and to manage transportation systems. Under current statutes Caltrans is owner operator of the state highway system and is responsible for overall management of the state highway system. The regional transportation agencies are responsible for planning and programming transportation strategies, facilities and improvements which address regional transportation issues and system wide congestion. The Commission encourages the regions and Caltrans to work cooperatively together to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available transportation resources and overall transportation system performance.

Considering this objective and the respective responsibilities of Caltrans and the regional agencies, it is the Commission's policy that TMS improvements for state highways may be programmed in the State Highway Operations and Protection Program (SHOPP) by Caltrans in consultation with regional agencies if such improvements are part of a region's adopted strategy for addressing system wide congestion. The regions are encouraged to program

TMS improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP. TMS improvements include the following types of projects:

- Transportation Management Centers (TMCs) including necessary computer software and hardware.
- TMC interconnect projects which allow a TMC to substitute for another TMC during an emergency.
- TMC field elements such as, but not limited to, traffic sensors, message signs, cameras and ramp meters, which upgrade the existing facilities and are necessary to facilitate the operation of the TMC.

The application of TMS improvements should be coordinated with other operational improvements such as freeway ramp/local street access modifications and auxiliary lanes in order to maximize the TMS benefits. Prior to programming a new highway facility for construction, reconstruction or rehabilitation in the STIP or in the SHOPP, regions and Caltrans should fully consider transportation systems management plans and needs and include any necessary TMC field elements to support operation of existing or planned TMCs**.**

13A. Capacity Increasing Highway Operational Improvements. State highway operational improvements which expand the design capacity of the system such as those listed below are not eligible for the SHOPP. To the extent such projects address regional issues, the regional agency is responsible for nominating them for STIP programming through the RTIP process. To the extent such projects address interregional issues, Caltrans is responsible for nominating them for STIP programming through the ITIP process.

1. High Occupancy Vehicle (HOV) lanes and HOV interchanges.
2. Interchange design modifications and upgrades to accommodate traffic volumes that are significantly larger than the existing facility was designed for.
3. Truck or slow vehicle lanes on freeways of six or more mixed flow lanes.

13B. Non-Capacity Increasing Highway Operational Improvements. State highway operational improvements which do not expand the design capacity of the system and which are intended to address spot congestion and are not directly related to TMCs or TMC field elements are eligible for the SHOPP. Regions may nominate these types of projects for STIP programming through the RTIP process if timely implementation through the SHOPP is not possible. Examples of such projects include:

1. Auxiliary lanes for merging or weaving between adjacent interchanges.
2. Intersection modifications including traffic signals.
3. Slow vehicle lanes on conventional highways and four lane freeways.
4. Curve and vertical alignment corrections.
5. Two-way left turn lanes.
6. Channelization.
7. Turnouts.
8. Chain control and truck brake inspection sites.
9. Shoulder widening.

III. STIP Requirements for All Projects:

14. Project Study Reports. A new project may not be included in either an RTIP or the ITIP without a complete project study report (PSR) or, for a project that is not on a State highway, a PSR equivalent. This requirement applies to the programming of project development components as well as to right-of-way and construction. This requirement does not apply to the programming of project planning, programming, and monitoring funds. A PSR is a report that meets the standards of the Commission's PSR guidelines. For a Traffic Congestion Relief Program (TCRP) project, a TCRP project application is a PSR for the phases of work included in the application. For a transit project, the Commission's Uniform Transit Application is a PSR equivalent. A project study report equivalent will, at a minimum, be adequate to define and justify the project scope, cost and schedule to the satisfaction of the regional agency. Though a PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. The PSR, ~~or~~ PSR equivalent, **or Project Report** ~~need not~~ **must** be submitted with the RTIP or ITIP, **or a link may be provided to view the document electronically**. ~~However, the Commission or its staff may request copies of a project's report to document the project's cost or deliverability.~~

15. Programming Project Components Sequentially. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The Commission recognizes a particular benefit in programming projects for environmental work only, since project costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. The premature programming of post-environmental components can needlessly tie up STIP programming resources while other transportation needs go unmet.

    The Commission will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For Federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For **projects where the agency is seeking f**ederal discretionary funds such as New Starts or Small Starts **for construction**, the commitment may **take the form of federal acceptance into Accelerated Project Delivery and Development (in the case of Small Starts) with the expectation of federal approval of an Expedited Grant Agreement, or federal approval of a project to enter Engineering (in the case of New Starts) with the expectation of federal approval of a Full Funding Grant Agreement, as long as all funding, excluding STIP funding, is committed to the project.**~~, the commitment may be by Federal approval of a full funding grant agreement or by grant approval~~. **A project that is programmed prior to receiving federal approval for construction must receive the federal approval for construction prior to construction**

allocation and no later than the end of the first full federal fiscal year after adoption of the STIP or STIP amendment, or the project will be deleted from the STIP.

When proposing to program only preconstruction components for a project, Caltrans or the regional agency should demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project fact sheets (see Section 45 of these guidelines).

16. Completion of Environmental Process. The Commission may program funding for project right-of-way or construction only if it finds that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period of the STIP. In compliance with Section 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

17. Caltrans/Regional Consultations. Caltrans and regional agencies shall consult with each other in the development of the ITIP and the RTIPs. As a part of this consultation, Caltrans will advise regional agencies, as far in advance as is practicable, of projects that may be or are likely to be included in the ITIP, including the potential for joint funding from county and interregional shares, and will seek the advice of the regional agencies regarding these projects. The consultation should allow regional agencies to consider and to advise Caltrans regarding the potential impact of the ITIP on the programming of projects in the RTIP. The Commission encourages Caltrans to assist the regional agencies that are responsible for preparing a Federal TIP by identifying projects that may be included in the ITIP, recognizing that Federal regulations generally require that a project in a county with an urbanized area be included in the Federal TIP in order to qualify for Federal funding.

As part of this consultation, each regional agency should seek and consider the advice of Caltrans regarding potential regional program funding for State highway and intercity rail projects and should advise Caltrans, as far in advance as is practicable, of staff recommendations or other indications of projects that may be or are likely to be included in the RTIP. The consultation should allow Caltrans to consider and advise the regional agency regarding the potential impact of the RTIP on the programming of projects in the ITIP.

Where the regional agency prepares a Federal TIP, the consultation should provide for the timely inclusion of State highway projects in the Federal TIP.

Nothing in this section is meant to require that Caltrans or a regional agency make final commitments regarding the inclusion of particular projects in the ITIP or RTIP in advance of the December 15 deadline for submission.

18. Minor Projects. There is no minimum size for a STIP project. The minor reserve in the Caltrans State Highway Operation and Protection Program (SHOPP) is for SHOPP projects only. The Commission will not allocate funds from the SHOPP minor program for capacity-increasing projects, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigation for STIP projects.

19. Criteria for Measuring Performance and Cost-Effectiveness. **Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of the overall performance of the transportation system consistent with federal and state planning requirements. These goals and objectives are incorporated in the region's regional transportation plan (RTP) and are also reflected in the region's RTIP, and similarly in Caltrans' interregional transportation strategic plan (ITSP) and ITIP.** In order to maximize the state's investments in transportation infrastructure, it is the Commission's policy that each RTIP and the ITIP will be evaluated~~, as they are developed,~~ for performance and cost-effectiveness at the **regional** ~~system~~ level and, **where applicable**, at the project level ~~where appropriate~~.

The Commission will evaluate each RTIP and the ITIP based on the following:

A. A performance evaluation at the regional level and how each RTIP furthers the goals of the region's RTP, and if applicable, its Sustainable Communities Strategies (SCS), and for Caltrans, how the ITIP furthers the goals of the ~~California Transportation Plan (CTP) and the~~ ITSP.

B. An evaluation of the cost-effectiveness of the RTIP at the regional level or ITIP at the statewide level.

C. Project specific data on proposed changes to the built environment. For projects with total cost of $50 million or greater, or STIP programming for right-of-way and/or construction of $15 million or more, a project specific benefit evaluation will be performed to estimate its benefit to the regional system from changes to the built environment. Consistent with Executive Order B-30-15, the project specific benefit evaluation must include a full life-cycle cost evaluation and take climate change impacts into account.

The Commission will consider the evaluations submitted by regions when making decisions on RTIPs as described in Section 60 of these guidelines. The Commission will consider the evaluations submitted by Caltrans when making decisions on the ITIP as described in Section 62 of these guidelines.

The Commission expects that these evaluations will be on a life-cycle basis (full cost through the life of the project, including maintenance and operation).

A. <u>Regional level performance evaluation.</u>

Caltrans and each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP or CTP/ITSP level) performance using, as a baseline, the regions' or state's existing monitored data. To the extent relevant data and tools are available, the below listed performance measures may be reported:

- **Vehicle Miles Traveled (VMT) per capita.**
- **Percent of congested VMT (at or below 35 mph).**
- **Commute mode share (travel to work or school).**
- **Percent of distressed state highway lane-miles.**
- **Pavement Condition Index (local streets and roads).**
- **Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below).**
- **Percent of transit assets that have surpassed the FTA useful life period.**
- **Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).**
- **Fatalities and serious injuries per capita.**
- **Fatalities and serious injuries per VMT.**
- **Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.**
- **Mean commute travel time (to work or school).**
- **Change in acres of agricultural land.**
- **CO_2 emissions reduction per capita.**

Regions outside a MPO shall include any of the above measures that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted sustainable communities strategy (SCS) shall include a discussion of how the RTIP relates to its SCS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS and also identify any challenges the region is facing in implementing its SCS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

B. <u>Evaluation of the cost-effectiveness of the RTIP or ITIP.</u>

Regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures outlined above to evaluate cost-effectiveness of projects proposed in the STIP on a regional level. Caltrans shall do so at the statewide level.

C. <u>Project-level evaluations.</u>

For each new project proposed, the region or Caltrans shall provide data on the proposed changes to the built environment, including but not limited to the items listed below. Such data shall be included in the PPR.

For state highway projects:

- **New general purpose lane-miles.**
- **New HOV/HOT lane-miles.**
- **Lane-miles rehabilitated.**
- **New bicycle/pedestrian lane/sidewalk miles.**
- **Operation improvements.**
- **New or reconstructed interchanges.**
- **New or reconstructed bridges.**

For intercity rail and rail/transit projects:

- **Additional transit miles or vehicles.**
- **Miles of new track.**
- **Rail crossing improvements.**
- **Station improvements.**

For local street and road projects:

- **New lane-miles.**
- **Lane-miles rehabilitated.**
- **New bicycle/pedestrian lane/sidewalk miles.**
- **Operation improvements.**
- **New or reconstructed bridges.**

A project level benefit evaluation shall be submitted for projects for which construction is proposed, if:

- ~~The proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or~~

- The total amount of existing and proposed STIP for **right-of-way and/or construction of** the project is $15 million or greater, or
- The total project cost is $50 million or greater.

The project level benefit evaluation shall address the specific benefits of the proposed project using as many of the following measures as are relevant:

- **Change in Vehicle Miles Traveled (VMT) per capita.**
- **Change in percent of congested VMT (at or below 35 mph).**
- **Change in commute mode share (travel to work or school).**
- **Change in percent of distressed state highway lane-miles.**
- **Change in Pavement Condition Index (local streets and roads).**
- **Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).**
- **Change in percent of transit assets that have surpassed the FTA useful life period.**
- **Change in highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).**
- **Change in fatalities and serious injuries per capita.**
- **Change in fatalities and serious injuries per VMT.**
- **Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.**
- **Change in mean commute travel time (to work or school).**
- **Change in acres of agricultural land.**
- **Change in CO_2 emissions reduction per capita.**

The project level **benefit** evaluation shall include a Caltrans generated benefit/cost estimate, **including life-cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used. The project level evaluation must explain how the project is consistent with Executive Order B-30-15.** ~~and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system~~. The evaluation ~~should~~ **shall** be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP. ~~Each RTIP and the ITIP submitted to the Commission will be accompanied by a report on its performance and cost-effectiveness. A project level evaluation shall also be conducted for existing STIP projects with a total project cost of $50 million or greater or a total STIP programmed amount of $15 million or greater if construction is programmed in the STIP and CEQA was completed for the project after a region adopted its 2012 RTIP or, for Caltrans, after submittal of the 2012 ITIP.~~

~~Regional agencies and Caltrans will, as part of the transportation planning and programming process, monitor transportation systems and projects for performance and provide performance forecasts for use in evaluation of RTIPs and the ITIP. As performance measurement concepts and techniques continue to mature, updated guidance may be provided in future STIP guidelines.~~

~~The Commission will consider the evaluations submitted by regions when making decisions on RTIPs as described in Section 60 of these guidelines. The Commission will consider the evaluation submitted by Caltrans when making decisions on the ITIP as described in Section 62 of these guidelines.~~

~~The evaluation report should clearly demonstrate how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which are established as part of the respective regional transportation plan (RTP) or Caltrans' Interregional Transportation Strategic Plan (ITSP). The purpose of the evaluation report is to assess the performance and cost effectiveness of each RTIP and the ITIP based on its own merits, not to attempt a comparative assessment between individual RTIPs or RTIPs and the ITIP. RTIP evaluations should also address how the RTIP relates to the ITSP at key points of interregional system connectivity. Caltrans' evaluation of the ITIP should address ITIP consistency with the RTPs. Each region is responsible for establishing transportation goals, and the objectives of its RTP that are reflected in its RTIP. However, each region should consider improvements to mobility, accessibility, reliability, safety, and productivity (throughput) as part of the fundamental performance goals of its long-range transportation plan and its RTIP submittal.~~

~~Each region with an adopted sustainable communities strategy shall include a discussion of how the RTIP relates to its sustainable communities strategy. This may include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the policies and projects in the sustainable communities strategy and should identify any challenges the region is facing in implementing its sustainable communities strategy. In a region served by a multi-county transportation planning organization, the report shall address the portion of the sustainable communities strategy relevant to that region.~~

~~Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of system performance. The Commission recognizes that many measures of performance and benefit are difficult to evaluate and may be more subjective rather than measurable in quantifiable units. In order to facilitate statewide consistency, regions and Caltrans should also consider using (when appropriate) values of performance and benefits and evaluation methodologies that are commonly accepted and that represent accepted or standard practice. The Commission encourages regions to consider using (when appropriate) values of time, safety, vehicle operation costs and discount rates that are developed by Caltrans for benefit cost analysis of transportation projects.~~

~~The Commission expects that evaluations of performance and cost-effectiveness will be for a 20-year period or on a life cycle basis. Reports to the Commission on evaluations of performance and cost effectiveness should be presented in a format that is disaggregated to the level of the benefits and measures used.~~

~~The inclusion of specific performance measures in the STIP is to provide regional agencies and Caltrans the opportunity to demonstrate how the goals and objectives contained in each Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in each RTIP and the ITIP. With this in mind, each agency and Caltrans shall provide a quantitative and/or qualitative evaluation of its RTIP or the ITIP, commenting on each of the performance indicators and performance~~

~~measures outlined in Table A. Appendix B was developed to assist agencies with this task. Appendix B will be considered the evaluation report for the STIP cycle and will fulfill the requirement outlined this section of the STIP Guidelines.~~

~~The overarching goal for using performance measures in the STIP is to continue a systematic and reliable process that all agencies can use to guide transportation investment decisions and to demonstrate the benefits of proposed transportation system investments. The information gathered in this STIP cycle will not only provide information on how performance measures are currently applied and reported across the state, but will also provide insight into improving performance measures, data collection and performance reporting procedures and integrating the results to enhance decision making. The information collected in Appendix B may also guide future revisions to the STIP, Regional Transportation Plan (RTP) and Project Study Report (PSR) guidelines with the objective of strengthening the continuity and consistency from goal and objective setting to project selection and performance reporting.~~

~~In establishing the following criteria the Commission recognizes that it is difficult to develop and utilize criteria that are relevant in both urban and non-urban regions or relevant at both a statewide and regional level. Different criteria may apply depending on the complexity of the region or the functionality of an interregional route. To this end, the regions and Caltrans should use the criteria provided below, and are encouraged to highlight other criteria that are essential for the purposes of program development and project selection. Where applicable, the performance measures listed in Table A should be used to quantitatively evaluate the criteria below. Results of this analysis will not only be used to forecast the impact on the transportation system of projects contained in the RTIPs and the ITIP, but also to indicate current system performance, thereby establishing a baseline from which future performance trends may be observed.~~

~~Regions and Caltrans should use the following criteria for measuring performance of RTIPs and the ITIP:~~

~~1. Change in traveler, freight and goods travel time or delay.~~
~~2. Change in accidents and fatalities.~~
~~3. Change in vehicle and system operating costs.~~
~~4. Change in access to jobs, markets and commerce.~~
~~5. Change in frequency and reliability of rail/transit service.~~
~~6. Change in air pollution emissions including greenhouse gas emissions,~~
~~7. Change in passenger, freight and goods miles carried.~~
~~8. Change in vehicle miles traveled.~~

~~Regions and Caltrans should consider the following criteria for measuring cost-effectiveness of RTIPs and the ITIP:~~

~~1. Decrease in travel, freight and goods time per thousand dollar invested.~~
~~2. Decrease in accidents and fatalities per thousand dollar invested.~~
~~3. Decrease in vehicle and system operating cost per thousand dollar invested.~~
~~4. Improved access to jobs, markets and commerce per thousand dollar invested.~~
~~5. Increased frequency reliability of rail/transit service per thousand dollar invested.~~

~~6. Decrease in air pollution emissions per thousand dollar invested.~~
~~7. Increase in annual passenger, freight and goods miles carried per thousand dollar invested.~~
8. ~~Decrease in vehicle miles traveled per thousand dollar invested~~.

IV. Regional Improvement Program:

20. Submittal of RTIPs. After consulting with Caltrans, each regional agency shall adopt and submit its RTIP to the Commission and to Caltrans no later than December 15 of each odd-numbered year. The RTIP will include and separately identify:

(a) Programming proposals from the county share(s), consistent with the STIP fund estimate and Section 23 of these guidelines. These proposals may include new projects and changes to ~~prior~~ **existing** STIP projects.
(b) Programming proposals from the county Advance Project Development Element (APDE) share, which is treated as an advance of future share (see Sections 37-42).
(c) Any request to advance a future county share for a larger project (permitted only in regions under 1 million population).
(d) Any project recommendations for the interregional share.
(e) A discussion of the proposed project's impact on other projects planned or underway within the corridor;
(f) Information on STIP projects (in the RTIP) completed since the last RTIP submittal (see section 68).

After approval by the regional agency Board, each RTIP will be made available electronically by the regional agency on its website, with the link provided to the Commission.

Each RTIP ~~should~~ **shall** be based on the regional transportation plan that has been developed and updated pursuant to Government Code Section 65080, and a region wide assessment of transportation needs and deficiencies. Programming in the RTIP should not be based on a formula distribution of county share among agencies or geographic areas.

Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP for programming from the county share. Caltrans should also identify any additional State highway and intercity rail improvement needs within the region that could reasonably expect to be programmed within the 3 years beyond the end of the current STIP period using revenue assumptions similar to those adopted for the fund estimate. These programming recommendations and this identification of State highway and intercity rail improvement needs should be provided to the regional agency at least 90 days prior to the due date for submittal of the RTIP or, if a later due date for project nominations is set by the regional agency, prior to that date. The regional agency has sole authority for deciding whether to accept Caltrans' STIP recommendations for programming in the RTIP. Caltrans shall provide a copy or list of its RTIP recommendations and identification of additional State highway and intercity rail needs for each region to the Commission. Each region shall, in its RTIP, include a comparison of the projects in its RTIP and the State highway and intercity

rail improvement needs identified by Caltrans, including a discussion of significant differences.

When Caltrans makes its RTIP recommendation and identification of State highway and intercity rail improvement needs, it should also share with the regional agency its plans for SHOPP projects that may be relevant to the region's consideration of RTIP projects. This is apart from the statutory requirement to make a draft of the SHOPP available for review and comment.

21. Project Planning**,** Programming, and Monitoring. The RTIP may propose to program up to 5 percent of the county share for project planning, programming and monitoring (PPM) by the transportation planning agency or, within the Southern California Association of Governments (SCAG) area, by a county transportation commission. If the RTIP proposes programming funds for both SCAG and a county transportation commission, the total will not exceed 5 percent of the county share.

    Funds programmed for this purpose should be spread across the years of the STIP. When allocated by the Commission, the funds will be available to cover costs of:

    - Regional transportation planning, including the development and preparation of the regional transportation plan.
    - Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
    - Program development, including the preparation of RTIPs and studies supporting them.
    - Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

    Caltrans expenses for these purposes are included in the Department's annual budget and will not be funded through the STIP except when Caltrans is reimbursed for project study reports by a region using funds allocated to that region for PPM.

22. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the RTIP. ~~MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. MAP-21, the first long-term highway authorization enacted since 2005, eliminated the TE program and in its place created the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.~~

    ~~New~~ Bicycle and pedestrian projects may be programmed by a region in its RTIP as these projects ~~may be funded with~~ **are eligible for either** State Highway Account or Federal funds.

23. County Shares, Advances, and Reserves. The fund estimate will identify, for each county, (1) the county share for the share period that ends during the current STIP period, (2) the county's proportionate share for the portion of the new four-year period that falls within the

current STIP period, and (3) the balance of the estimated share for the four-year period that extends beyond the current STIP period. For the **2016** STIP fund estimate, for example, this means (1) the available share for the period ending **2019-20**, (2) the county's proportionate share for the period ending **2020-21**, and (3) an estimated proportionate share for the period ending in **2023-24**.

Any region may, in its RTIP, propose projects or project components during the STIP period from all of these shares, including the share for the period that extends beyond the STIP period. Unless the Commission rejects an RTIP, as described in Section 60, the Commission will include in the STIP, at a minimum, all RTIP projects carried forward from the prior STIP and all new RTIP programming proposed within the level of the county share for the share period that ends during the current STIP (i.e**.,** for the **2016** STIP, the share for the period ending **2019-20**). Beyond that, as described in Section 61, the Commission may include in the STIP either more or less than each region's proportionate share for the new share period. Overall, the Commission may not program more than the available statewide capacity for the STIP period. The RTIP ~~should~~ **shall** identify those projects or project components that it proposes to program within the STIP period from the share for each four-year share period.

As authorized by Streets and Highways Code Section 188.8(j), a region for a county with a population of less than 1 million may also**,** in its RTIP, ask the Commission to advance an amount beyond its county share for a larger project. The requested advance may not exceed 200 percent of the county share for the four-year share period that extends beyond the current STIP period, as identified in the Fund Estimate. The RTIP will separately identify the project or project components it proposes to program with the advance, following the same display format used for other RTIP projects.

Any region may, in its RTIP, ask to leave all or part of its county share unprogrammed, thus reserving that amount to build up a larger share for a higher cost project or otherwise to program projects in the county at a later time. The Commission may use funds freed up by these reserves to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

24. Federal Match.

A region may, in its RTIP, propose to program State funds to match federal funds committed to a project. Such projects must meet the eligibility restrictions of the available state funds. For example, a transit project may not use State Highway Account funds as a match to federal funds unless the project is eligible under Article XIX of the California Constitution. The match for rail rolling stock and buses purchases can only be programmed in the STIP if PTA capacity is available or if the project is eligible for Toll Credits.

24A. ~~Transportation Enhancement (TE) Reserve. TE reserves will no longer be programmed in the STIP. Existing TE reserves should be deleted.~~

25. Regional Improvement Program Project Eligibility. Except for project planning, programming, and monitoring, all STIP projects will be capital projects (including project

development costs) needed to improve transportation in the region. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. Non-capital costs for transportation system management or transportation demand management may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures. Other non-capital projects (e.g. road and transit maintenance) are not eligible.

In addition to meeting general program standards, all STIP projects must meet eligibility requirements specific to the STIP's funding sources, the State Highway Account (SHA), which includes both State revenues and Federal revenues, and the Public Transportation Account (PTA). Unless the fund estimate specifies otherwise, a region may propose, in its RTIP, projects to be funded from any of these funding sources, or a combination of them. The Commission will provide and calculate STIP county shares without regard to the individual STIP funding sources.

Except for project planning, programming and monitoring, regional program RTIP nominations will be consistent with the following statutory sequence of priorities for programming from the State Highway Account:

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP**, however regions may program safety improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.**)
- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include the reconstruction of local roads and transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost effective substitute for capital expenditures.
- Environmental enhancement and mitigation, including soundwall projects.

Article XIX of the California Constitution permits the use of State revenues in the SHA only for State highways, local roads, and fixed guideway facilities.

Article XIX of the California Constitution restricts transit and rail projects that can be funded with nearly all SHA revenues to the "research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services."

Additionally, SHA revenues may not be expended for these purposes "unless such use is approved by a majority of the votes cast on the proposition authorizing such use of such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended."

This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. For such projects, the non-Federal match (generally a minimum of 11½%) can only be programmed in the STIP if PTA capacity is available. If no PTA capacity is available, the match will have to be provided from a non-STIP source.

It is the continuing intent of the Commission that rehabilitation projects, excluding maintenance, on the local streets and roads system remain eligible for funding in the STIP. Proposed projects on local highways functionally classified as local or as rural minor collector (non federal-aid eligible) are also eligible for STIP funding. However, programming of projects on non federal-aid eligible routes shall be limited to availability of state only funding as determined by the Commission.

26. Federalizing Transit Projects. In accordance with Federal statutes and regulations, federal highway funds programmed for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration (FTA) for administration when the project or project component is ready to be implemented. In order to facilitate the transfer and timely use of funds, the Commission encourages the implementing agency or fund applicant to submit grant applications to FTA requesting a grant number and tentative approval of project eligibility prior to requesting Commission allocation of funds.

    Transit related projects such as parking structures and multi-modal stations should also be transferred to FTA for administration. However, on an exception basis, FHWA will administer the funds and a grant application and fund transfer will not be necessary. Proposed exceptions should be discussed and agreed to with Caltrans and FHWA prior to programming the project in the STIP and documented in the PSR equivalent and project fact sheet.

27. Increased STIP Funding Participation. An RTIP may propose, from the county share, to increase a project's STIP funding to replace local funding already committed, provided that the local funding has not been and will not be expended or encumbered under contract prior to the Commission's allocation of STIP funds. The proposal will include the revised basis for cost sharing, as specified in Section 49 of these guidelines.

    In those instances when any regional agency seeks additional STIP funding for a previously programmed project and the projected funding increase exceeds any increase in the estimated cost of that project, the board of such regional agency, by resolution of a majority of board members, shall declare in writing that the increase in the STIP funding is not for the purpose of "back-filling" other non-STIP funds previously committed to the capital project which have already been, or in the future will be, redirected to non-capital activities and purposes.

28. Pooling of County Shares. Two or more regional agencies may agree to consolidate their county shares for two consecutive county share periods into a single county share for both periods. A pooling agreement will become effective for a county share period if each

regional agency adopts a resolution incorporating the agreement and submits it to the Commission with its RTIP. Similarly, SACOG may pool the shares of any counties in its region by adopting a resolution and submitting it with its RTIP.

As an alternative to pooling, two regional agencies may agree to accomplish the same purpose by agreeing to a loan of a specified dollar amount from one region's county share to the other during a STIP period, with the loaned amount to be returned in the following county share period. A regional agency, in its RTIP, may also propose to contribute all or a portion of its current county share for the programming of a project located in another county.

The Metropolitan Transportation Commission (MTC) may pool its county shares for a STIP period by adopting a resolution and submitting it with its RTIP, provided that the amount of any county share advanced or reserved is not more than 15 percent of the county share identified in the Fund Estimate.

29. Consistency with Land Use Plans and Congestion Management Programs. Projects included in the regional program shall be consistent with the adopted regional transportation plan, which state law requires ~~to~~ **be** consistent with federal planning and programming requirements. The federal requirements (23 U.S.C. 134) include factors to be considered in developing transportation plans and programs, including the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

Congestion Management Programs (CMPs) prepared by counties not electing to be exempted from CMP requirements pursuant to Section 65088.3 of the Government Code shall be incorporated **by the Regional Agency** into the appropriate RTIP prior to its adoption and submittal to the Commission, **pursuant to Government Code Section 65089.2**. Projects included in the adopted RTIP shall be consistent with the capital improvement program of the CMP. Projects not in the approved CMP shall not be included in the RTIP unless listed separately**.**

V. Interregional Improvement Program:

30. General. The interregional improvement program consists of STIP projects funded from the interregional program share, which is 25% of new STIP funding. Caltrans will nominate a program of projects for the interregional share in its interregional transportation improvement program (ITIP). The interregional program has two parts:

    (a) The first, funded from up to 10% of new STIP funding, is nominated solely by Caltrans in the ITIP. It is subject to the north/south 40%/60% split and otherwise may include projects anywhere in the State. The projects may include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. Non-capital costs for transportation system management or transportation demand management may be included where Caltrans finds the project to be a cost-effective substitute for capital expenditures.

(b) The second part, funded from at least 15% of new STIP funding, is not subject to the north/south split. It is limited to intercity rail projects (**including Amtrak feeder bus**, interregional commuter rail and grade separation projects) and to improvements outside urbanized areas on interregional road system routes (which are specified in statute). At least 15% of the 15% (or at least 2.25% of new STIP funding) must be programmed for intercity rail projects, including interregional commuter rail and grade separation projects.

Under restricted circumstances, an RTIP may also recommend a project for funding from the second part, described in paragraph (b). See Section 32 of these guidelines.

31. Submittal of Caltrans ITIP. After consulting with regional agencies and other local transportation authorities, Caltrans shall submit its **draft** ITIP **to the Commission no later than October 15 of each odd numbered year. Two hearings, one in the south and one in the north, will be held by November 15 to provide opportunity for public input regarding projects proposed in the ITIP. Caltrans shall submit its final ITIP, including a summary of the major comments received at the hearings and responses to those comments,** to the Commission no later than December 15 of each odd numbered year. At the same time, Caltrans will transmit a copy of the ITIP to each regional agency. The ITIP will include programming proposals from the interregional share for the five-year STIP period. These proposals may include new projects, program reserves, changes to prior STIP interregional program projects, and the interregional share of proposals for jointly funding new projects or cost increases from county and interregional shares.

The ITIP ~~should~~ **shall** include, for each proposed project, information (including assumptions and calculations) to support an objective analysis of interregional program priorities. That information, ~~which should be~~ based on the project study report, ~~should~~ **shall** include:

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
- for rail **or Amtrak feeder bus** projects, an estimate of the project's impact on ridership and the need for operating subsidies;
- **a discussion of the proposed project's impact on other projects planned or underway within the corridor;** and
- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

The ITIP will be posted on the Department's website, with the link provided to the Commission.

32. Regional Recommendations for the Interregional Program. A regional agency may, in its RTIP, recommend improvements outside urbanized areas on interregional road system routes for funding from the interregional share. Interregional road system routes are defined in statute at Streets and Highways Code Sections 164.10 to 164.20, inclusive. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission cautions regions, especially those with priority needs in both urbanized and nonurbanized areas, that nonurbanized area projects of highest regional priority should be proposed in the RTIP from the county share. The interregional program is not a nonurbanized area program, and the Commission does not intend to use the interregional program to meet most State highway needs in nonurbanized areas. The Commission anticipates programming regional recommendations for funding from the interregional program only when a recommended project constitutes a cost-effective means of implementing the interregional transportation strategic plan (see Section 34 of these guidelines).

    Any regional recommendation for the interregional program shall be made in the RTIP and shall be separate and distinct from the RTIP proposal for programming from the county share(s). Each project nominated in this way must constitute a useable segment of highway. The nomination must be to fund the project fully through the interregional program. The nomination may not be part of a proposal for joint funding between the regional and interregional programs. Joint funding proposals may be made only in concert with Caltrans, with the region proposing the county share in its RTIP and Caltrans proposing the interregional share in the ITIP.

    An RTIP proposal for interregional funding should be accompanied by information (including assumptions and calculations) to support the objective analysis that the Commission must make before it can program the project. That information, ~~which should be~~ based on the project study report, ~~should~~ **shall** include:

    - an estimate of total project costs, including mitigation costs and support costs;
    - an estimate of the time of completion of project construction;
    - an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
    - **for road projects**, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
    - **for rail or Amtrak feeder bus projects, an estimate of the project's impact on ridership and the need for operating subsidies;**
    - **a discussion of the proposed project's impact on other projects planned or underway within the corridor;** and
    - a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.

33. Regional Transportation Plan. Projects included in the interregional program shall be consistent with the relevant adopted regional transportation plan(s).

34. Interregional Program Objectives. The Commission envisions an interregional improvement program that works toward achievement of the following six objectives:

- **Provide access for people and goods to and through all regions of California.**
- **Ensure that the interregional transportation system is reliable and efficient for the movement of people, goods, services and emergency response.**
- **Develop and operate a safe interregional transportation system for all travelers.**
- **Optimize multi-modal connectivity throughout the interregional transportation system.**
- **Improve interregional connectivity to enhance California's diverse economy.**
- **Improve and manage California's interregional transportation system in an environmentally sensitive, economical and equitable manner.**
- ~~Completing a trunk system of higher standard State highways (usually expressways and freeways).~~
- ~~Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.~~
- ~~Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensuring connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.~~
- ~~Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State's expanding population.~~
- ~~Linking rural and smaller urban centers to the trunk system.~~
- ~~Implementing an intercity passenger rail program (including interregional commuter rail) that complies with Federal and State laws, improves service reliability, decreases running times, reduces the per-passenger operating subsidy, and that compliments the State's planned high-speed rail system.~~

The Caltrans ITIP ~~should~~ **shall** be based on **the** ~~Strategic Plan~~ **ITSP** for implementing the interregional program, **adopted within the prior 5 years**. The **ITSP** ~~Strategic Plan~~ should address development of **multi-modal corridors including** both the interregional road system and intercity rail in California, and it should define a strategy that extends beyond the STIP. The ITIP ~~should~~ **shall** describe how proposed projects relate to the **ITSP** ~~Strategic Plan~~ and how the ~~Strategic Plan~~ **proposed projects** would implement the ~~Commission's~~ objectives **listed above**. The Commission will evaluate the ITIP and any regional recommendations for the interregional program in the light of these ~~above listed~~ objectives and the ~~Strategic Plan~~ **ITSP**.

The interregional improvement program will include both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

For State highways, the interregional program should emphasize ~~the development of a basic trunk system (a subset of the larger interregional road system described in statute, with extensions in urbanized areas)~~ **an interregional transportation system** that provides:

- access to and through or around all regions of California~~'s urbanized areas (over 50,000 population) and the following areas that serve as major economic centers for multicounty areas: Eureka, Susanville, and Bisho~~p; and
- access to California's major interstate and international gateways, including interstate and international border crossings, international airports, and seaports.

~~The Strategic Plan should identify this basic trunk system, with a primary focus on access between these areas and gateways, not on distribution within regions or on access to all counties. The focus should be on interregional commerce rather than on interregional commuting. While the interregional program may include projects on other interregional routes, the Commission expects the development of the basic trunk system to be the focus of near term investment.~~

The Commission expects the identification and selection of State highway projects for the interregional program to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- traffic safety, including the potential for reducing fatalities and injuries;
- reduced travel time and vehicle operating costs for interregional travel;
- economic benefits to California of expanding interregional commerce through faster and more reliable access between markets; and
- economic benefits to California of expanding interstate and international trade and commerce through faster and more reliable access to California's international airports and seaports.

Commerce includes the movement of people and goods for any economic purpose. It may include extractive industries (such as mining, agriculture, or timber) or recreation.

~~A large part of California's interregional road system is adequately developed for the near future, and the SHOPP provides for the protection and preservation of the existing system. The Commission therefore expects that the interregional program will be focused on underdeveloped gaps and corridors in the basic trunk system.~~ There is no expectation that STIP interregional improvements will be evenly spread across the State, and the spreading of funding among regions is <u>not</u> a Commission objective for the interregional program. The Commission does encourage Caltrans and smaller regions (generally with populations less than 250,000) to consider and seek formation of partnerships to jointly fund projects on the interregional road system for the mutual benefit of the region and the state**.**

<u>For rail</u>, the interregional program should emphasize:

- the preservation and improvement of the existing system of State-sponsored intercity passenger rail **and Amtrak feeder bus** routes, including compliance with safety and accessibility standards and protection of the State's investment in equipment;
- the reduction of the system's dependence on State operating subsidies;
- the improvement of other passenger rail access between major urban centers, airports and intercity rail routes;

- the use of rail grade separations to improve service reliability for both intercity passenger rail and interregional goods movement; and
- coordination **and connectivity** with the State's planned high-speed rail system.

The Commission expects the identification and selection of rail capital projects for the interregional program (**including Amtrak feeder bus**, interregional commuter rail and grade separations) to be based on consideration of cost in relationship to the following benefits, with higher priority given to projects with greater net benefit for the investment made:

- reduced intercity rail running times and operating costs (which may increase demand and reduce the need for operating subsidies);
- improved intercity rail schedule frequency and reliability (which may increase demand and reduce the need for operating subsidies); and
- economic benefits to California of promoting trade and commerce by creating faster and more reliable highway or rail access to markets, including access to California's international airports and seaports;

For either highways or rail, Caltrans and the Commission may evaluate a project as part of a series of related projects in the same location or corridor. The evaluation may consider the costs and benefits of the projects as a group. All projects in the group should be **included in the** ~~part of the~~ ~~Strategic Plan~~ **ITSP** for near term funding, whether or not proposed for the STIP.

Where a potential interregional program project may provide substantial local benefits, it is appropriate that costs be divided between the regional and interregional programs. In this case, the evaluation of the project for the interregional program should be based on the interregional program cost share in relationship to the benefits described in this section.

35. ~~Transportation Enhancement (TE)~~ **Bicycle and Pedestrian** Projects in the ITIP. ~~MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. MAP-21, the first long-term highway authorization enacted since 2005, eliminated the TE program and in its place created the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.~~

~~New~~ Bicycle and pedestrian projects may be programmed by Caltrans in the ITIP as these projects ~~may be funded with~~ **are eligible for** either State Highway Account or Federal funds.

Caltrans may include in the ITIP a bicycle and pedestrian project that relates to the interregional surface transportation of people or goods or that is a capital outlay project of statewide benefit and interest. The project should provide an alternative to travel on a State highway that is part of the interregional road system or provide access to a state or national park or to an interregional surface transportation facility.

36. Projects and Reserves. The ITIP ~~should~~ **shall** include a complete proposal for the programming of the STIP interregional share which complies with the various statutory

restrictions, including: the two parts described in Section 30 of these guidelines (the 10% and 15% parts), the north/south split of the first part, and the 2.25% intercity rail minimum of the second part. Any portion of the interregional share that is not proposed for a specific project may be proposed as a reserve for future programming. This may include reserves of any kind, including a proposal to reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

VI. Advance Project Development Element:

37. Fund Estimate for Advance Project Development Element. Each fund estimate will identify an amount available pursuant to subdivision (c) of Section 14529.01 of the Government Code for the STIP Advance Project Development Element (APDE), with county and interregional shares identified separately. These APDE amounts are independent of the amounts identified as regular programming capacity.

38. Programming of APDE County and Interregional Shares. Regions and Caltrans may propose projects from their respective county and interregional APDE shares in the RTIPs and ITIP, and they may propose joint regional and interregional APDE funding for a project. The proposal and adoption of projects will be the same as for other STIP projects, except that projects to be programmed through the APDE are limited to the two STIP project development components: (1) environmental and permits and (2) plans, specifications, and estimates. Projects may not be programmed through the APDE if they are simultaneously programmed for acquisition of right-of-way (including support) or construction from regular STIP programming capacity. Project development work already programmed in the STIP may not be shifted to the APDE.

39. Program Year. APDE projects will be proposed for programming and adopted into the STIP and allocated in the same manner as other STIP projects. They may be proposed for any of the STIP's five fiscal years. APDE local projects, when programmed, are subject to the STIP's timely use of funds provisions.

40. Program Amendments. APDE projects may be amended into the STIP at any time in the same manner as other STIP amendments. The amendments will identify the county or interregional APDE share from which the projects are to be funded.

41. Effect on Regular County and Interregional Shares. APDE programming will be treated as an advance of regular future county or interregional share, although every county, including a county in a region over 1 million population, is eligible for APDE programming. If all or a portion of any county or interregional APDE share is not programmed, that amount will become available to program for any STIP purpose in the next STIP. Amounts that are programmed in the current STIP from an APDE share will be deducted from the regular county or interregional share for the next STIP. The Fund Estimate for the next STIP will include a new APDE fund estimate with new county and interregional APDE shares.

42. APDE Shares May Not Be Exceeded. The programming of a county or interregional APDE share may not exceed the amount identified in the Fund Estimate. A county or interregional APDE share may not be loaned or advanced. However, regional agencies that have agreed

to pool their regular county shares (Section 28 of these guidelines) may also pool their APDE shares. Any region may choose to program project development work from its regular STIP county share.

VII. Display of project descriptions and costs:

43. Project Description. The STIP will include the following information for each project, which ~~should~~ **shall** be included in the RTIP or ITIP proposing the project:

    (a) The name of the agency responsible for project implementation.

    (b) The project title, ~~which should~~ **including** a brief nontechnical description of the project location and limits (community name, **corridor,** street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.

    (c) A unique project identification number (PPNO) provided by Caltrans.

    (d) For projects on the State highway system, the route number and post-mile (or post-kilometer) limits.

    (e) Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited

    (f) **Total project cost, including** the source and amounts of local or other non-STIP funds, if any, committed to the project.

    (g) A map showing the project location **and corridor.**

44. State-only Funding. The Commission will assume that all projects will be qualified for Federal transportation funding unless the RTIP or ITIP designates otherwise. Whenever a region designates a project to be programmed for State-only (non-Federal) funding, the RTIP will explain the reason for this designation. The Commission will not program a State highway project for state-only funding without consulting with Caltrans. Projects programmed without state-only designation and later proposed for state-only funding allocations will be subject to Caltrans recommendation for exception to federal funding prior to Commission approval as described in Section 64 of these guidelines.

45. Project Fact Sheets. For each project proposed for new STIP funding, the RTIP or ITIP will include a project fact sheet that includes the information displayed in the Appendix to these guidelines. All regional agencies proposing funding for rail transit projects will include full funding plans with the RTIP, as described in Section 15 of these guidelines.

46. STIP Database. Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted STIP and Commission actions that amend the STIP. Caltrans will publish the STIP record within 75 days of the STIP adoption and make copies available to the Commission and to the regional agencies. To facilitate development, analysis and management of the STIP, Caltrans will provide the Commission and the regional agencies appropriate access to the STIP database as soon as possible. After a regional agency's access to the database is established, a regional agency will develop its RTIP submittals to the Commission utilizing the STIP database.

47. Cost Estimates for Project Components. For each project proposed for programming, the RTIP or ITIP shall list costs separately for each of the 4 project components: (1) environmental studies and permits; (2) preparation of plans, specifications, and estimates, (3) right-of-way, and (4) construction. For the right-of-way and construction components on Caltrans projects, the RTIP or ITIP shall list separate costs for Caltrans support and for capital outlay. For Caltrans projects, that brings the total to 6 project cost components.

    For each project component, the amount programmed shall be escalated to the year proposed for programming, based on the current cost estimate updated as of November 1 of the year the RTIP or ITIP is submitted. The standard escalation rate for the STIP shall be ~~that~~ **the rate** specified in the fund estimate for the STIP. Caltrans or a region may elect to use alternative escalation factors for right-of-way or other costs as it deems appropriate. STIP costs and non-STIP costs will be displayed separately. For Caltrans implemented projects programmed in an RTIP, Caltrans shall provide the region with cost updates at least 90 days prior to the date RTIPs must be submitted to the Commission.

    When project design, right-of-way or construction are programmed before the sponsoring agency completes the environmental process, updated cost estimates shall be submitted in the RTIP or ITIP in the STIP cycle following completion of the environmental process. Cost estimates for project components that are programmed and that have not been allocated ~~should~~ **shall** be updated, as needed, based on the most current cost information during every STIP cycle.

    Where a project or project component will be funded from multiple county shares or jointly from the interregional share and a county share, the amounts programmed from the different shares will be displayed separately. Amounts programmed for any component shall be rounded to the nearest $1,000. For jointly funded projects, the county share or ITIP share contribution programmed for a component shall each be rounded to the nearest $1,000.

48. Authority and Responsibility. For projects on the State highway system, only cost estimates approved by the Caltrans Director or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

49. Basis for Cost Sharing. Where a project or project component is to be funded from both STIP and non-STIP sources, the project fact sheet submitted with the RTIP or ITIP shall

indicate whether the programming commitment is for a particular dollar amount, a particular percentage of total project cost, or a particular element or item of work.

Where a project or project component is to be jointly funded from the interregional share and a county share or funded from multiple county shares, the project fact sheet submitted with the RTIP and/or ITIP shall indicate the basis to be used for apportioning cost increases or decreases between the shares.

In the absence of an alternate cost sharing arrangement approved by the Commission at the time of allocation, project costs, including increases and savings, will be apportioned in the same percentages as programmed.

Where a project is funded from both STIP and non-STIP sources and where the Commission has approved non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending), the project is not eligible for an increase (supplemental) allocation under the authority delegated to Caltrans by Commission Resolution G-12 until all other funds committed to the project have been expended.

50. Program Year for Cost Components. The cost of each project cost component will be listed in the STIP no earlier than in the State fiscal year in which the particular project component can be delivered, as described below.

(a) Project development.

(1) Local agency project development costs for environmental studies and permits will be programmed in the fiscal year during which environmental studies will begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP**.** Costs for the preparation of plans, specifications, and estimates will be programmed in the fiscal year during which this work will begin. Local agency costs for environmental studies and design may be listed in different fiscal years, where appropriate.

(2) Caltrans project development costs for environmental studies and permits will be programmed in the fiscal year during which the environmental studies begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications and estimates will be programmed in the fiscal year during which this work will begin. Caltrans will report, outside the STIP, on year by year expenditures for project development components.

(b) Right-of-way. Right-of-way costs, including Caltrans support costs, will be programmed in the fiscal year during which right-of-way acquisition (including utility relocation) contracts will first be executed.

(c) Construction. Construction costs, including Caltrans construction support costs, will be programmed in the fiscal year during which construction contracts will be advertised. All construction costs that are included in or related to a single construction contract should be listed in one fiscal year, regardless of the length of

time over which construction costs will be paid. Projects requiring separate construction contracts should be listed separately for the STIP, even if they are corridor projects grouped for project development and right-of-way programming, as described in Section 58 of these guidelines.

51. Escalation Adjustments. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All project RTIP and ITIP nominations ~~should~~ **shall** therefore be at costs escalated to the year in which project delivery is proposed (see Sections 47 and 50 of these guidelines). Cost estimates for project components that are programmed and that have not been allocated ~~should~~ **shall** be updated, as needed, based on the most current cost information during every STIP cycle. **A revised fact sheet (per appendix A) shall be submitted for every updated project.** Commission staff may make further escalation adjustments, in consultation with Caltrans and regions, in making its staff recommendations and in developing the STIP (see Section 63 of these guidelines). Ordinarily, the Commission will apply escalation adjustments only to Caltrans construction costs, not to right-of-way, project development, or local grant projects.

52. Prior Costs for Grandfathered 1996 STIP Projects. For every Caltrans project that will be carried forward to the 1998 STIP, Caltrans will identify the amount of its expenditures for right-of-way (including support) and for project development through the 1997-98 fiscal year. These amounts, when added to the amounts remaining and programmed for the 1998 STIP period, will form the project component base cost for the purpose of share balance tabulations and adjustments, as described in Sections 53-58 of these guidelines.

VIII. Share Balances and Adjustments:

53. Long-term balances. The Commission, with assistance from Caltrans and regional agencies, will maintain a long-term balance of county shares and the interregional share, as specified in Streets and Highways Code Section 188.11. The Commission will make its calculation of the cumulative share balances, as of the end of the preceding fiscal year, available for review by Caltrans and regional agencies by August 15, each year.

54. Local Grant Projects. For the purpose of share balances, the costs counted for local grant projects (all project work not implemented by Caltrans) will be the amounts actually allocated by the Commission. No adjustment will be made after the allocation vote for any amount not expended by the local agency. In order to provide a degree of flexibility to local agencies in administering projects, allocated funds may be shifted between project components to accommodate cost changes within the following limits:

- Any amount that is allocated to a local agency for environmental studies and permits may also be expended by that agency for plans, specifications, and estimates. Any amount that is allocated to a local agency for plans, specifications, and estimates may also be expended by that agency for environmental studies and permits.
- Additionally, a local agency may expend an amount allocated for project development, right of way, or construction for another project component, provided that the total expenditure shifted to a component in this way is no more than 20 percent of the amount actually allocated for either component. This means that the

amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

Shifting of allocated funds between components will not impact county share balances. County share balances will be based on actual amounts allocated for each component.

55. Construction. For the purpose of share balances, the costs counted for Caltrans construction projects are the engineer's final estimate presented to the Commission for allocation vote.

At the request of Caltrans, and with the approval of the regional agency for the county share, the Commission may approve a downward adjustment of the allocation vote if the construction contract award allotment is less than 80 percent of the engineer's final estimate. The Department should make its request by letter to the Commission no later than 3 months after the construction contract award date.

No other adjustment will be made after the allocation vote for the award amount or for changes in expenditures except where the Commission votes a supplemental allocation during or following construction. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12, except that when a Commission supplemental vote is larger than it otherwise would have been because of a prior G-12 rescission (negative G-12) made by Caltrans, the effect of the negative G-12 will be excluded when counting the Commission's supplemental vote for the purpose of share balances. Where a project has not been voted, the programmed amount will be counted.

56~~55A~~. Construction Support. For the purpose of share balances, the costs counted for Caltrans construction support is the amount identified and presented to the Commission for allocation vote. No other share adjustment will be made for cost differences that are less than 120% of the Commissions original allocation. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12. For costs equal to or greater than 120% of the Commissions original allocation, the Commission shall require a supplemental allocation, the full amount of which shall be counted for purposes of share balances.

57~~56~~. Right-of-Way. For the purpose of share balances, the costs counted for right-of-way on Caltrans projects, including right-of-way support costs, are the amounts programmed for right-of-way in the STIP. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for right-of-way **reported** at time of construction allocation, **and/or at time of contract acceptance**. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget.

For projects that achieve right-of-way certifications 1 or 2 at time of Commission construction allocation, costs will be counted at time of vote. For projects with a right-of-way certification other than 1 or 2, the reporting of the final estimate may be deferred until right of way certification is **updated** ~~upgraded~~. In no case ~~should~~ **shall** this deferral exceed 12 months.

To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project right-of-way costs only in conjunction with the statewide review of right-of-way costs in the annual right-of-way plan.

58~~57~~. Project Development. For the purpose of share balances, the costs counted for Caltrans project development are the amounts programmed for both environmental studies and permits, and preparing plans, specifications, and estimates. No adjustment will be made for cost differences that are within 20 percent of the amount programmed for project development at time of construction allocation. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget. To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project development only when the change in total project development costs is 20 percent or more or when changes in project development costs are the result of STIP amendments to change the scope of the project.

~~58~~. ~~Corridor Projects. For programming purposes, a single project may consist of segments or phases along a route or in a corridor area that the Department will implement under multiple construction contracts. Where construction is scheduled in more than one fiscal year, the individual segments or phases may be identified separately for construction and combined for right-of-way and project development. In either case, when the Commission allocates a portion of the programmed funds for construction of a particular segment or phase, the unallocated balance will remain programmed for the balance of the project. With each construction allocation, however, the Department will identify the amounts attributable to right-of-way and project development for the segment and an updated estimate of the right-of-way and project development amounts required for the entire project, consistent with sections 56 and 57. The Department will also identify an updated estimate of the construction cost of the entire project or a revised scope to stay within the programmed amount. The Commission's intent is that the Department not defer the identification of cost increases for a corridor project until the completion of the entire project.~~

59. Federal Earmark Funds. Federal funds earmarked for specific projects that are not subject to federal obligation authority or are accompanied by their own obligation authority, either individually or by project group (such as those specified in the federal SAFETEA-LU authorization act of 2005), are not included in the Fund Estimate or programmed in the STIP. Because these funds are made available outside the STIP, they do not count against county or interregional shares. If the sponsor or implementing agency for the earmarked project seeks RTIP or ITIP funding to match the federal earmark funds or to complete funding for the project, the project becomes a STIP project and the earmark funds are treated as non-STIP funds.

If federal earmark funds become available for projects already programmed in the STIP, the earmark funds may be used in one of three ways. If the STIP project is not fully funded, the earmark funds may be used to help fully fund the project. If the project is fully funded, the earmark funds may be used to increase the scope of the project or they may be used to supplant the state or local funds already committed to the STIP project. If committed funds are supplanted by earmark funds, the beneficiary of the tradeoff will be as follows: For projects funded with county share or local funds, the county share and or local fund will be

credited with the benefit. For projects funded with interregional share funds, the interregional share will be credited with the benefit. For projects that are jointly funded, the interregional share, the county share and or the local fund will each be credited with the benefit in proportion to their respective funding commitments in the STIP project.

The Commission advises sponsors and implementing agencies for earmark projects that earmark funds are limited in availability for each specified project, or for groups of projects, to annual obligation authority and to annual allocation percentages specified in federal statutes. This means that the full amount of federal earmark funds specified in federal statute may not be available for the project at the time of planned implementation. These limitations shall be taken into account when determining the amounts of earmark funds available for the options described in the previous two paragraphs.

IX. Commission Action and Adoption:

60. Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending **2019-20** for the **2016** STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to implement the RTIP, (c) there are conflicts with other RTIPs or with the ITIP, (d) a project is not in an approved CMP or is not included in a separate listing in the approved RTIP as provided by Government Code 65082**,** or (e) the RTIP is not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the RTIP submitted by the region as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. If the Commission makes one of those findings, it may reject the RTIP in its entirety. For the 6-county SCAG area, the Commission will incorporate or reject each county's RTIP separately. For MTC and SACOG, the Commission will incorporate or reject the multicounty RTIP in its entirety. For any counties that choose to pool county shares, the Commission will incorporate or reject the counties' RTIPs together.

If the Commission proposes to reject an RTIP, it will provide notice to the regional agency not later than 60 days after the date it receives the RTIP. The Commission's Executive Director may provide the notice by letter; the notice does not require formal Commission action. The notice will specify the factual basis for the proposed rejection. The Commission will act on the proposed rejection of an RTIP no later than the adoption of the STIP. No later than 60 days after the Commission rejects an RTIP, it will hold a public hearing on the RTIP in the affected region unless the regional agency proposes to waive the hearing and submit a new RTIP. Whenever the Commission rejects an RTIP, the regional agency may submit a new RTIP. Unless the new RTIP is rejected in the same manner, it will be incorporated into the STIP as a STIP amendment. This amendment will not require a separate 30-day public notice if the new RTIP is limited to projects considered in the STIP hearings or in a public hearing on the proposed RTIP rejection.

The Commission may also program projects proposed in the RTIP for funding from the estimated county share for the four-year share period that extends beyond the current STIP (in the **2016** STIP this is the share period ending **2023-24**) or from advances against future

share periods. A decision by the Commission not to program any of these proposed projects does not constitute or require a rejection of the RTIP. Any portion of the county share for the four-year period that is not programmed in the current STIP will remain available for programming within the same period in the following STIP.

61. Commission Action on Advances and Reserves. In selecting projects for funding beyond the county share for the share period that ends during the current STIP, including advances, the Commission intends to consider regional agency priorities and the extent to which each RTIP includes:

- **projects consistent with Governor's Executive Order B-30-15 (based on documentation submitted in the RTIP);**
- projects that implement a cost-effective RTIP, giving consideration to the evaluation submitted as required by Section 19 of these guidelines;
- projects that complete or fund further components of projects included in the prior STIP;
- grandfathered projects from the 1996 STIP;
- projects **within the corridor that** ~~to~~ meet identified State highway and intercity rail improvement needs as described in Section 20;
- projects that leverage federal discretionary funds
- projects that leverage discretionary local funds that would otherwise not be spent for a transportation related purpose; and
- projects that provide regional funding for interregional partnership projects.

If the Commission approves a region's request to advance an amount beyond its county share for the four-year period to program a larger project, the advance will be deducted from the county share for the following county share period. If the Commission does not approve the advance and does not program the project or project components that the RTIP proposed to program with the advance, the Commission will reserve any portion of the county share that is thereby left unprogrammed until the next STIP. This action will not require a rejection of the entire RTIP.

An RTIP request to reserve part or all of a county share until the next STIP or county share period will free up current period funding that the Commission may use to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

62. Commission Action on Interregional Program. The Commission will program the interregional share of the STIP from projects nominated by Caltrans in its ITIP or alternative recommendations made by regions in their RTIPs. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission may decline to program any project it finds inconsistent with these guidelines or not a cost-effective expenditure of State funds. In making its finding the Commission will consider the cost-effectiveness evaluation of the ITIP submitted by Caltrans as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these

guidelines. After a review of the nominated projects, the Commission may elect to leave a portion of the interregional share unprogrammed and reserved for later interregional programming or, with the consent of Caltrans, may reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.

63. STIP Respreading of Projects. The Commission may program projects, project components and project reserves in fiscal years later than the fiscal years proposed in the RTIP or ITIP if the Commission finds it necessary to do so to insure the total amount programmed in each fiscal year of the STIP does not exceed the amount specified in the fund estimate as required by Section 14529(e) of the Government code. In that case, the Commission will compare all projects nominated for the year(s) from which projects will be postponed, giving consideration to (1) regional priorities and the leveling of regional shares across the STIP period, (2) the availability of PTA or other restricted funds by fiscal year, and (3) in consultation with Caltrans, the need to balance Caltrans' workload by district and fiscal year.

X. STIP Management:

64. Allocation of Funds. The Commission will consider allocation of funds for a project or project component when it receives an allocation request and recommendation from Caltrans. The Commission will **only** consider ~~the~~ **an** allocation of construction **and/or construction support** funds ~~only~~ to projects that are ready to advertise. ~~and can be awarded within six months of allocation (see Section 65 regarding timely use of funds).~~ **For ready to advertise projects,** the Commission expects Caltrans to ~~ascertain~~ **certify that** ~~whether~~ a project's plans specifications and estimate (PS&E) is complete, environmental and right-of-way clearances are ~~achieved~~ **secured**, and all necessary permits and agreements (including railroad construction and maintenance) **are executed** ~~have been secured when it develops its construction allocation recommendation~~. Projects not ready for **advertisement** ~~an allocation should~~ **will** not be placed on the Commission's agenda for **allocation approval** ~~action~~ **All construction allocations, including rail equipment procurements, are valid for six months from the date of allocation unless the Commission approves an extension (see Section 65 regarding timely use of funds).** .

When requesting an allocation of funds for the right-of-way or construction of a transit or intercity rail project in which the transit or rail operator will not own the improved facility, the request for allocation must be accompanied by a copy of the executed agreement with the facility owner that clearly details the benefits the operator is to receive following the capital improvements.

All allocations will be made in units of $1,000, and all allocation requests ~~should~~ **shall** therefore be in units of $1,000. The request will include a determination of the availability of funding and a recommendation on the source of funding. The recommendation on the source of funding shall include the amounts by fund account, i.e., State Highway Account**,** Public Transportation Account, or Federal Trust Fund, as well as the fund type within the account including type of federal funds. Caltrans' recommendation to the Commission for state only funding of a project will be made in accordance with Caltrans' current policy for exceptions to federal funding. The final determination of fund type available for a project will be made in the Commission's allocation of funds to the project. The Commission will

approve the allocation only if the funds are available and are necessary to implement the project as programmed in the STIP.

In compliance with Section 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds to local agencies for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

All funds allocated are subject to the timely use of funds provision as described in Section 65 of these guidelines.

Projects using design-build or design-sequencing procurement shall be identified at the time of allocation. The allocation may be a combined amount to include design, right-of-way, and construction.

Projects using the Construction Management/General Contractor delivery method should be identified at the time of programming. During the design phase, the Construction Manager/General Contractor contract costs are considered design phase expenditures. Upon award of the construction contract, expenditures will be reported as construction phase expenditures. The project will be programmed and allocated in the same manner as projects utilizing design-bid-build delivery, although flexibility in schedule, scope and cost may be requested and approved consistent with allocation and programming capacity, and timely use of funds rules.

The Commission will consider making an allocation that exceeds the amount programmed in the STIP if a region or the interregional program has an adequate unprogrammed share balance or if the Commission finds it can approve an advance to the county share or to the interregional share. Unallocated amounts are available for allocation until the end of the fiscal year in which they are programmed in the STIP. Funds not allocated are subject to the timely use of funds provision described in Section 65 of these guidelines.

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The Commission may make an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

When a local agency (including a transit agency) is ready to implement a project or project component, the agency will submit a request to Caltrans. Caltrans will review the request, prepare appropriate agreements with the agency and recommend the request to the Commission for action. The typical time required, after receipt of the application, to complete Caltrans review, and recommendation and Commission allocation is 60 days. The specific details and instructions for the allocation, transfer and liquidation of funds allocated

to local agencies are included in the Procedures for Administering Local Grant Projects in the STIP prepared by Caltrans in consultation with the Commission and regional and local agencies.

64A. Reimbursement Allocations. Government Code Section 14529.17, as amended by SB 184 (2007), permits a regional or local 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. However, the statute does not require the Commission to approve an allocation it would not otherwise approve. To qualify for reimbursement of expenditures prior to the Commission's approval of a project allocation, the regional or local agency must submit a project allocation request that includes notice of the agency's intent to expend its own funds for the project prior to the allocation approval. The regional or local agency should submit a copy of the allocation request to the Executive Director of the Commission at the same time it submits the original to Caltrans. The local entity must comply with all legal requirements for the project and any project expenditures, including Federal and State environmental laws. Expenditures for projects programmed for Federal funding still require advance approval of the Federal obligation for the project (E-76). It is important that any local agency intending to take advantage of the reimbursement provisions of Section 14529.17 understand its obligations and the risk that is inherently involved.

Only those expenditures made by or under contract to a regional or local agency for a project that was and is programmed in the STIP are eligible for reimbursement allocations by the Commission. Project expenditures must be in accordance with the STIP at the time of expenditure and at the time of allocation. The following expenditures are not eligible for reimbursement allocations by the Commission:

- expenditures made prior to adoption of the project component in the STIP;
- expenditures made prior to the submittal of the allocation request or prior to the beginning of the fiscal year for which the project is programmed;
- expenditures that exceed the amount that was or is programmed in the STIP for the particular project component;
- expenditures made by Caltrans;
- expenditures made by a regional or local agency for a project component that was or is programmed for Caltrans implementation;
- expenditures made by a regional or local agency on the State highway system, except in accordance with a project-specific cooperative agreement executed between the local agency and Caltrans; and
- expenditures made by a regional or local agency for a project component that was or is programmed for implementation by another regional or local agency, except in accordance with a project-specific agreement between the two agencies.

The Commission will approve reimbursement allocations only if the regional or local agency submits an allocation request prior to the first expenditure and the Commission finds that there was no legal impediment to a Commission allocation, other than lack of State budget authority, at the time of expenditure. If, at the time of the allocation request, the Commission finds that there is a lack of sufficient funding available and that it would otherwise approve

the allocation, then the Commission will approve the project for future allocation when funding becomes available. However, even the inclusion of a project in the STIP, the availability of state budget authority, and the lack of specific legal impediment do not obligate the Commission to approve an allocation where the Commission finds that the allocation is not an effective use of state funds, is inconsistent with the Commission's guidelines or policies, or is inconsistent with state or regional plans.

65. Timely Use of Funds. Funds that are programmed for all components of local grant projects or for Caltrans construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. Whenever programmed funds are not allocated within this deadline, the project programming will be deleted from the STIP. The Commission will not make the funds immediately available to the county share or interregional share for reprogramming. The Commission will, however, adjust the share balance to restore the funds in the next county share period.

Funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

~~Under statute, funds allocated for construction or for purchase of equipment must be encumbered by the award of a contract within twelve months of the date of the allocation of funds.~~ Commission policy~~, however,~~ is that **funds allocated** ~~allocations~~ for construction, including intercity-rail projects, or for purchase of equipment ~~are valid for six months from the date of approval~~ **must be encumbered by the award of a contract within 6 months of the date of allocation** unless the Commission approves an extension as described below.

Federal highway transportation funds programmed and allocated for transit projects are considered obligated and are deducted from the state's federal obligation authority balances as soon as they are transferred to the Federal Transit Administration (FTA) as described in Section 26 of these guidelines. Federal funds for such projects will be considered encumbered and expended upon completion of the fund transfer to FTA. State funds allocated to match the federal funds for such projects will be subject to the timely use of funds provisions described in this section (transit projects may not use State Highway Account revenues unless eligible under Article XIX of the California Constitution). Upon completion of such projects, after notification by FTA of final project costs, the FHWA will adjust obligation records accordingly. Any federal funds which were transferred to FTA but not expended will be rescinded as state highway account revenue with no adjustment to county shares. Any state match funds which were allocated but not expended will also be rescinded with no adjustment to county shares.

After the award of the contract, the local agency or Caltrans has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. For local grant projects, the local agency has 180 days after contract acceptance to make the final payment to the contractor or vendor,

prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

The Commission may extend the deadlines for allocation of funds, for award of a contract, for transfer to FTA, for expenditures for project development or right of way, or for contract completion no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

Whenever allocated funds are not encumbered by the award of a contract or transfer to FTA, or expended within the deadlines specified above, all unencumbered, not transferred, or unexpended funds from the allocation will be rescinded. The Commission will not adjust the county or interregional share for any unencumbered balance of the allocation.

Caltrans will provide monthly reports to the Commission on projects which have not been awarded or transferred to FTA within six months of the date of the Commission's allocation.

These provisions for the timely use of funds do not apply to Caltrans project development costs, which the Commission does not allocate, or to Caltrans right-of-way costs, which the Commission allocates annually on a lump sum basis rather than by project.

The Commission will not amend the STIP to delete or change the program year of the funding for any project component programmed in the current fiscal year or earlier except (1) to reprogram funds from a construction project to later mitigation work required for that project, including landscaping or soundwalls, or (2) to reprogram funds from one project to another **within an identified multi-modal corridor, as defined in Section 11, where the projects are being delivered using the Construction Management/General Contractor delivery method.** ~~within the same group or corridor, as described in Section 58 of these guidelines~~. In either of these two cases, the Commission will consider the amendment only if it is proposed concurrently with an allocation of ~~most of the~~ funds programmed for the project in the current fiscal year. These two types of amendments are adjustments that may be incorporated into the Commission's allocation action. In that case, they do not require the separate notice ordinarily required of STIP amendments.

Where a project or project component will not be ready for allocation as programmed in the current fiscal year, the agency responsible for the project should request an extension of the allocation deadline rather than a STIP amendment.

66. Delivery Deadline Extensions. The Commission may extend a delivery deadline, as described in Section 65, upon the request of the regional agency or the agency responsible for project delivery. No deadline may be extended more than once. However, there are separate deadlines for allocation, for award of a contract, for expenditures for project development or right-of-way, and for project completion, and each project component has its own deadlines. The Commission may consider the extension of each of these deadlines separately.

The Commission may grant a deadline extension only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributable to the extraordinary circumstance and will in no event be for more than 20 months.

All requests for project delivery deadline extensions ~~should~~ **shall** be submitted directly to the appropriate Caltrans district at least 60 days prior to the specific deadline for which the particular extension is requested (e.g., 60 days prior to June 30 to request the extension of allocation deadlines). The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. Caltrans will review extension requests and forward them to the Commission for action. Unlike proposed STIP amendments, extension requests do not require a 30-day notice period.

For each request to extend the deadline to allocate project construction funds, the agency requesting the extension should submit, in conjunction with the request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a construction allocation extension request.

67. STIP Amendments. The Commission may amend the STIP at the request of the entity, either Caltrans or the regional agency that originally nominated the STIP project to be changed or deleted by the amendment. The Commission will amend the STIP only after providing at least 30 days public notice. Projects proposed by amendment will be subject to the same standards and criteria that apply to RTIP and ITIP proposals. Each amendment will designate from which county share(s) or interregional share the project is being funded, and the Commission will adjust share balances accordingly. An amendment may not create or increase a county share surplus unless the Commission finds that it can approve an advance of the county share (see Sections 23 and 61 of these guidelines).

All regional requests for STIP amendments shall be submitted directly to the appropriate Caltrans district. For each amendment that would delay the year of construction, the agency requesting the amendment should submit, in conjunction with the amendment request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each prior project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a STIP amendment that would delay the year of construction.

Caltrans will review proposed amendments and forward them to the Commission for public notice and action. The Commission encourages Caltrans, in cooperation with regions and Commission staff, to develop and implement a set of procedures to standardize and

streamline the amendment process and to enhance the accountability of regions for amendments of projects which are not administered by Caltrans.

An amendment may change the scope, cost or program year of any STIP project, except that the Commission will not amend the STIP:

- to change Caltrans right-of-way costs, except in conjunction with the annual right-of-way plan or to make a downward adjustment of more than 20 percent in conjunction with the Commission's allocation of project construction funding;
- to delete or change the program year of the funding for any project component after the beginning of the fiscal year for which it is programmed (except for the adjustments at the time of allocation described in Section 65);
- to change Caltrans **construction support or** project development costs, except when the change in total **construction support or** project development costs is 20 percent or more unless the cost change is the result of a STIP amendment to change the scope of the project; or
- to change the programming of any funds after they have been allocated.

67A. Approval of AB 3090 Arrangements. Under Government Code Section 14529.7, as amended by AB 3090 (1992), the Commission, the Department, a regional agency, and a local agency may enter into either one of two types of arrangements under which a local agency pays for the delivery of a STIP project with its own funds in advance of the year in which the project is programmed. Under the first type of arrangement, the local agency that advances the STIP project has another project or projects of equivalent value programmed in its place, and these arrangements are implemented by a STIP amendment designating the specified dollar amount for an "AB 3090 replacement project" without identifying the specific project to be implemented as the replacement. Under the second type of arrangement, the local agency that advances the STIP project is programmed to receive a direct cash reimbursement, and those arrangements are implemented by a STIP amendment that gives approval to the Department to execute a reimbursement agreement and programs the reimbursement for the fiscal year in which the project was scheduled in the STIP or a later year.

Scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year although reimbursements are subject to the availability of the appropriate fund type. In most cases, reimbursement will be programmed over several years. Additionally, the Department may pay the reimbursements quarterly if so specified in the reimbursement agreement.

The Commission has adopted separate AB 3090 Reimbursement Guidelines (Resolution G-02-13) that describe specific procedures for reimbursement arrangements. The following is the Commission's policy for the approval of AB 3090 arrangements for either replacement projects or reimbursements.

1. The Commission intends to encourage local agencies who wish to use local funds to advance the delivery of projects programmed for construction in the STIP when State funds are not sufficient to support direct project allocations. In doing so, the Commission

will consider the approval of either AB 3090 replacement projects or AB 3090 direct reimbursement arrangements, giving preference to the programming of AB 3090 replacement projects where feasible or to AB 3090 reimbursements using federal funds and the local advance construction process.

2. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 replacement project under the following conditions:

    a. The regional agency approves the arrangement.

    b. The local agency has identified a local fund source for the project component, and there is a reasonable expectation that the AB 3090 approval will result in the acceleration of construction delivery of a STIP project.

    c. The local agency commits to award a contract or otherwise begin delivery of the project component within 6 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met. AB 3090 arrangements for construction or for purchase of equipment are valid for six months from the date of approval unless the Commission approves an extension.

    d. The STIP amendment approving the arrangement will replace the project component with an unidentified replacement project in the same fiscal year.

3. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 reimbursement only when the following *additional* conditions are met:

    a. The regional agency explicitly finds the project to be the region's highest priority among STIP projects programmed for that fiscal year. A regional agency unable to make such a finding shall, in its request for an AB 3090 reimbursement explain why it is unable to make the finding and the relative priority of the STIP projects programmed for that fiscal year.

    b. The Commission determines that reimbursement would be consistent with the fund estimate.

    c. The source of local funds to be used to deliver the project could not or would not be made available for an AB 3090 replacement project. The request for AB 3090 reimbursement approval ~~should~~ **shall** identify the source of local funds to be used, why the funds would not be available for the STIP project without an AB 3090 direct reimbursement arrangement, and what the funds would be available for if not used for the STIP project.

    d. Before approving an AB 3090 reimbursement arrangement, the Commission will consider programming the reimbursement in a later fiscal year, consistent with the project's regional and state priority for funding and the projected availability of funds to support other projects. The Commission will not change the programming of the reimbursement after approval.

e. The Commission will not approve AB 3090 reimbursement arrangements intended solely to protect a project from being reprogrammed or to protect a local agency's share of STIP funding.

4. The Commission will also consider approval of an AB 3090 reimbursement arrangement for a project component programmed in the current fiscal year if there are not sufficient funds currently available to approve a direct allocation. In this case, the AB 3090 approval will schedule the reimbursement for the next fiscal year or a later year. In making a current year request for an AB 3090 reimbursement arrangement, the region shall explain why the project cannot be advanced using a reimbursement allocation (as described in section 64A).

5. In considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than $200 million in reimbursements is scheduled statewide for any one fiscal year and that no more than $50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year. The Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines. A local agency may request the approval of an AB 3090 reimbursement arrangement that exceeds the aforementioned limits. The Commission will consider such requests on a case-by-case basis. In evaluating such requests, the Commission will weigh the impact exceeding the limits might have on the allocation of other STIP projects.

67B. Selection of Projects for GARVEE Bonding. If the fund estimate projects the availability of federal funding for the STIP, the Commission may by STIP amendment select STIP projects proposed from either an RTIP or the ITIP for accelerated construction through GARVEE bonding. With the agreement of the agency that proposed the project, the Commission may designate a STIP project for GARVEE bonding even if the original RTIP or ITIP did not specifically propose GARVEE bonding. The Commission may also select projects programmed in the SHOPP for accelerated construction through GARVEE bonding. The Commission will select projects for GARVEE bonding that are major improvements to corridors and gateways for interregional travel and goods movement, especially projects that promote economic development and projects that are too large to be programmed within current county and interregional shares or the SHOPP on a pay-as-you-go basis. The Commission's expectation is that, generally, these will be projects that require bond proceeds exceeding $25 million. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

Each bond will be structured for debt service payments over a term of not more than 12 years. In designating projects for bonding and scheduling bond sales, the Commission will give consideration to the overall annual debt service limit of 15 percent of Federal revenues.

GARVEE bonds cover only the Federally-funded portion of a project's cost (generally 88½ percent). GARVEE bonding in California is structured so that the State's future Federal transportation apportionments cover all debt service payments. This requires that the entire non-Federal portion of project cost (including costs of issuance and interest) be provided at the time of construction on a pay-as-you-go basis. The Commission's policy is that the non-federal portion of project costs will be programmed within current STIP and SHOPP

capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute non-STIP funding will not be a major criterion in the selection of projects for GARVEE bonding.

68. Project Delivery. It is a Commission policy that all transportation funds allocated through the State be programmed and expended in a timely manner in order to avoid accumulation of excessive fund balances and to avoid lapse of federal funds. It is the Commission's goal that transportation projects programmed against funds allocated through the State be delivered no later than scheduled in the appropriate transportation programming document. For purposes of this goal, delivery means allocation or obligation of funds for the programmed project or project component. For projects delivered by Caltrans, the Commission's delivery goal each fiscal year (FY) is 90% of the projects programmed in each FY and 100% of the funds programmed in each FY. For projects delivered by agencies other than Caltrans the Commission's delivery goal each FY is 90% of the projects programmed in each FY and 95% of the funds programmed in each FY.

Caltrans will provide the Commission with status reports on project delivery in October, January, April and July of each FY for projects to be delivered by Caltrans.

Caltrans and regions will also provide the Commission with a report on completed projects. Caltrans shall report this information at least semiannually. Each regional agency shall, in its RTIP, report on all STIP projects completed between the adoption of the RTIP and the adoption of the previous RTIP. The report shall include a summary, by component and fund type, of the funds programmed, allocated, and expended at the time the construction contract was accepted. For projects with a total project cost of less than $50 million and a total STIP programmed amount **(in right-of-way and/or construction)** of less than $15 million, this information may be aggregated. For projects with a total cost of $50 million or greater or a total STIP programmed amount **(in right-of-way and/or construction)** of $15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated prior to construction compared to an estimate of the actual benefits achieved. Caltrans or a regional agency may elect to defer the reporting of project benefits if it believes such a deferral is needed to better assess the project benefits. If reporting is deferred, Caltrans or the regional agency shall include a list of all the projects for which reporting has been deferred and indicate when it anticipates reporting.

The Commission staff in consultation with Caltrans, regional agencies and county transportation commissions will develop a format and content requirement for the reports.

XI. STIP Development Schedule and Procedures:

69. STIP Development Schedule. The following schedule lists the major milestones for the development and adoption of the STIP:

Caltrans presents Draft Fund Estimate to the CTC.	By July 15 of odd numbered years.
CTC adopts Fund Estimate.	By August 15 of odd numbered years.
Caltrans submits draft ITIP	**By October 15 of odd numbered years.**
CTC ITIP hearing, North	**By November 15 of odd numbered years.**
CTC ITIP hearing, South	**By November 15 of odd numbered years.**
Regions submit RTIPs.	By December 15 of odd numbered years.
Caltrans submits ITIP.	By December 15 of odd numbered years.
CTC STIP hearing, North.	Jan. – Feb. even numbered years.
CTC STIP hearing, South.	Jan. – Feb. even numbered years.
CTC publishes staff recommendations.	At least 20 days prior to adoption of STIP.
CTC adopts STIP.	By April 1 of even numbered years.

70. ITIP Hearings. Prior to Caltrans' adoption and submittal of the final ITIP, the Commission will hold two hearings, one in Northern California and one in Southern California, to provide opportunity for public input regarding projects proposed in the ITIP.

71. STIP Hearings. Prior to the adoption of the STIP, the Commission will hold two STIP hearings for Caltrans and regional agencies, one in northern California and one in southern California. By statute, the hearings are "to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program." The Commission will expect any objections to the Caltrans program or to a regional program to be expressed in terms of the undesirable impact that the program would have on the implementation of the respective agency's long range transportation plan(s).

72. Transmittal of RTIPs. By statute, regional agencies are required to adopt and submit their RTIPs both to the Commission and to Caltrans no later than December 15 of odd numbered years. The Commission requests that each region send two copies of its RTIP, addressed to:

~~Andre Boutros,~~ Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Caltrans requests that each region send at least one copy to the appropriate Caltrans District Director and five copies addressed to:

~~Rachel Falsetti,~~ Chief, Division of Transportation Programming
Attention: ~~Kurt Scherzinger,~~ Office of STIP
Department of Transportation
Mail Station 82
P. O. Box 942874
Sacramento, CA 94274-0001

73~~71~~. Commission Staff Recommendations. Prior to adoption of the STIP, the Commission staff shall prepare recommendations to the Commission for the adoption of the STIP. The staff recommendations will be made available to the Commission, Caltrans and the regional agencies at least twenty days prior to the adoption of the STIP.

XII. APPENDICES

Appendix A:

STIP PROJECT FACT SHEET
PROJECT PROGRAMMING REQUEST

The Caltrans Project Programming Request (PPR) Form will serve as the STIP project fact sheet. A template of this form, in Excel, may be found at:
http://www.dot.ca.gov/hq/transprog/ocip/2016stip.htm.

Appendix B (Tables B1, B2, B3):

Performance Indicators~~,~~ and Measures ~~and Definitions~~

~~**Part A:**~~

~~Complete Part A.~~

Use the following **table B1** to indicate quantitatively **the overall regional level performance** ~~how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your~~ **of your** Regional Transportation Plan (RTP) **or California Transportation Plan and** the Interregional Transportation Strategic Plan (ITSP). **For regions outside a MPO, or a small MPO**, **the second table B1(a) may be used in addition or as a replacement to B1. i**~~f any of the performance measures in Part A in table B1 do not reflect the goals contained in an **the** RTP/ITSP or if an **the** RTIP/ITIP does not contain goals that are **not currently being measured,** measurable by the performance measures contained within, simply state "not applicable (na)" for each indicator or each performance measure (where appropriate).~~

If ~~Part A~~ **tables B1 and/or B1(a)** are ~~alone is~~ insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, **include the following information:** ~~complete Part B.~~

~~Include the following information:~~

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

~~Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked **achieved or addressed by** to the program of projects contained in the RTIP and the ITIP.~~

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. ~~If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provided in Appendix B, describe the method(s) used.~~

~~If the quality or quantity of data required to demonstrate the linkage between an RTIP/ITIP and the associated RTP/ITSP quantitatively is in question, describe the quality and quantity of data that are available, being sure to highlight those instances where data are not available. Where data are unavailable, please describe data deficiencies in as much detail as possible.~~

B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance (indicate timeframe)**
Congestion Reduction	Vehicle Miles Traveled per capita.		
	Percent of congested Vehicle Miles Traveled (at or below 35 mph).		
	Commute mode share (travel to work or school).		
Infrastructure Condition	Percent of distressed state highway lane-miles.		
	Pavement Condition Index (local streets and roads).		
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).		
Safety	Fatalities and serious injuries per capita.		
	Fatalities and serious injuries per Vehicle Miles Traveled		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school).		
Environmental Sustainability	Change in acres of agricultural land.		
	CO_2 emissions reduction per capita		

B1(a) Evaluation **Rural Specific Regional Level Performance Indicators and Measures**			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance (indicate timeframe)**
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction.		
	Pavement Condition Index (local streets and roads).		
Safety	Total accident cost per capita and VMT.		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

~~Performance Indicators and Measures~~

~~Indicator~~	~~Relation to STIP Sec 19 Performance Criteria~~	~~Performance Measures~~			~~Current System Performance (Baseline)~~	~~Projected Impact of Projects~~
		~~Mode~~	~~Level*~~	~~Measures~~		
~~Safety~~	~~2~~	~~Roadway~~	~~Region~~	~~Fatalities per Vehicle Miles Traveled (VMT) and per capita~~		
	~~2~~			~~Fatal Collisions per VMT and per capita~~		
	~~2~~			~~Injury Collisions per VMT and per capita~~		
	~~2~~	~~Transit~~	~~Mode~~	~~Fatalities / Passenger Miles~~		
~~Mobility~~	~~1~~	~~Roadway~~	~~Region~~	~~Passenger Hours of Delay / Year~~		
	~~1~~			~~Average Peak Period Travel Time~~		
	~~1~~			~~Average Non-Peak Period Travel Time~~		
~~Accessibility~~	~~4 (also 1,3,6,7)~~	~~Transit~~	~~Region~~	~~Percentage of population within 1/2 mile of a rail station or bus route.~~		
		~~All~~	~~Region~~	~~Average travel time to jobs or school.~~		
~~Reliability~~	~~1~~	~~Roadway~~	~~Corridor~~	~~Travel Time Variability (buffer index)~~		
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily vehicle hours of delay per capita~~		
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily congested highway VMT per capita~~		
	~~5~~	~~Transit~~	~~Mode~~	~~Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.~~		
~~Productivity (Throughput)~~	~~7~~	~~Roadway - Vehicles~~	~~Corridor~~	~~Average Peak Period Vehicle Trips~~		
	~~7~~			~~Average Daily Vehicle Trips (ADT)~~		
	~~6,7,8~~			~~Daily VMT per capita~~		
	~~7~~	~~Roadway - People~~	~~Corridor~~	~~Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate~~		
	~~7~~			~~Average Daily Vehicle Trips Multiplied by the Occupancy Rate~~		
	~~7~~	~~Trucks~~	~~Corridor~~	~~Percentage of ADT that are (5+ axle) Trucks~~		
	~~7~~			~~Average Daily Vehicle Trips that are (5+ axle) Trucks~~		
	~~7~~	~~Transit~~	~~Mode~~	~~Passengers per Vehicle Revenue Hour~~		
	~~7~~			~~Passengers per Vehicle Revenue Mile~~		
	~~7~~			~~Passenger Mile per Train Mile (Intercity Rail)~~		
	~~7~~			~~Boardings per capita~~		
~~System Preservation~~	~~3~~	~~Roadway~~	~~Region~~	~~Total number of Distressed Lane Miles~~		
	~~3~~			~~Percentage of Distressed Lane Miles~~		
	~~3~~			~~Percentage of Roadway at Given IRI Levels~~		
	~~3~~			~~Percentage of highway bridges in need of repair (by number of bridges and by deck area)~~		
~~Environmental Impact~~	~~6~~	~~All~~	~~Region~~	~~Carbon dioxide emissions per capita~~		
				~~Criteria pollutant emissions per capita~~		
~~Return on Investment/ Lifecycle Cost~~	~~1-7~~	~~All~~	~~Corridor~~	~~Percentage rate of return~~		

~~*Level:~~

~~Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~

~~Region - Region or county commission that is responsible for RTIP submittal.~~

~~Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).~~

Agencies may use the following table B2 to evaluate the cost-effectiveness of the RTIP or ITIP.

B2 Evaluation - Cost-Effectiveness Indicators and Measures			
Goal	**Indicator/Measure (per thousand dollar invested)**	**Current Level of Performance (Baseline)**	**Projected Performance Improvement (indicate time frame)**
Congestion Reduction	**Reduce Vehicle Miles Traveled per capita**		
	Reduce percent of congested VMT (at or below 35 mph).		
	Change in commute mode share (travel to work or school).		
Infrastructure Condition	**Reduce percent of distressed state highway lane-miles.**		
	Improve Pavement Condition Index (local streets and roads).		
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Reduce percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	**Reduce Highway Buffer Index (the time cushion added to average commute travel times to ensure on-time arrival).**		
Safety	**Reduce fatalities and serious injuries per capita.**		
	Reduce fatalities and serious injuries per Vehicle Miles Traveled		
Economic Vitality	**Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service**		
	Reduce mean commute travel time (to work or school).		
Environmental Sustainability	**Change in acres of agricultural land.**		
	CO_2 emissions reduction per capita		

Agencies may use the following table B3 to identify by proposed project, or in summary for all proposed projects, changes to the built environment.

B3 Evaluation - Project Changes or Increased Capacity Benefits			
Project Type Or Mode	**Change to Built Environment**	**Indicator/ Measure**	**Benefits or Performance Improvement at Project Completion**
State Highway	**New general purpose lane-miles.**		
	New HOV/HOT lane-miles.		
	Lane-miles rehabilitated.		
	New bicycle lane/sidewalk miles.		
	Operational improvements.		
	New or reconstructed interchanges.		
	New or reconstructed bridges.		
Transit or Intercity Rail	**Additional transit service miles.**		
	Additional transit vehicles.		
	New rail track miles.		
	Rail crossing improvements.		
	Station improvements.		
Local streets and roads	**New lane-miles.**		
	Lane-miles rehabilitated.		
	New bicycle lane/sidewalk miles.		
	Operational improvements.		
	New or reconstructed bridges.		

~~**Part B:**~~

~~**Part C:**~~

~~A project level evaluation shall be submitted for projects for which construction is proposed if:~~

- ~~the proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or~~
- ~~the total amount of existing and proposed STIP for the project is $15 million or greater, or~~
- ~~the total project cost is $50 million or greater.~~

~~If a project-level evaluation is conducted, Table A should be used for reference. The project level evaluation shall include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system.~~

~~A project level evaluation shall also be conducted for existing STIP projects with a total project cost of $50 million or greater or a total STIP programmed amount of $15 million or greater if construction is programmed in the STIP and CEQA was completed for the project after a region adopted its 2012 RTIP or, for Caltrans, after submittal of the 2012 ITIP.~~

~~Table A: Performance Indicators, Measures and Definitions~~
~~(Page 1 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Definition/Indication~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Safety~~	~~2~~	~~Roadway~~	~~Region~~	~~Fatalities per Vehicle Miles Traveled (VMT) and per capita~~	~~Indicates the ratio of the number of fatalities to the number of vehicle miles traveled and per capita.~~
	~~2~~			~~Fatal Collisions per VMT and per capita~~	~~Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled and per capita.~~
	~~2~~			~~Injury Collisions per VMT and per capita~~	~~Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled and per capita.~~
	~~2~~	~~Transit~~	~~Mode~~	~~Fatalities / Passenger Miles~~	~~Indicates the ratio of the number of fatalities to the number of passenger miles traveled.~~
~~Mobility~~	~~1~~	~~Roadway~~	~~Region~~	~~Passenger Hours of Delay / Year~~	~~Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.~~
	~~1~~			~~Average Peak Period Travel Time~~	~~Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.~~
	~~1~~			~~Average Non-Peak Period Travel Time~~	~~Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.~~
~~Accessibility~~	~~4 (also 1,3,6,7)~~	~~Transit~~	~~Region~~	~~Percentage of population within 1/2 mile of a rail station or bus route.~~	~~Indicates the accessibility of transit service.~~
		~~All~~	~~Region~~	~~Average travel time to jobs or school.~~	~~Indicates the accessibility of jobs and schools.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

~~Table A: Performance Indicators, Measures and Definitions~~
~~(Page 2 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Indicator~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Reliability~~	~~1~~	~~Roadway~~	~~Corridor~~	~~Travel Time Variability~~	~~Indicates the difference between expected travel time and actual travel time. Buffer index represents the extra time cushion most travelers add to their average travel time to ensure on-time arrival when planning trips.~~
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily vehicle hours of delay per capita~~	~~Indicate travel time attributable to delay.~~
	~~1~~	~~Roadway~~	~~Corridor~~	~~Daily congested highway VMT per capita~~	
	~~5~~	~~Transit~~	~~Mode~~	~~Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.~~	~~These measures indicate the ability of transit service operators to meet customers' reliability expectations.~~
~~Productivity (Throughput)~~	~~7~~	~~Roadway - Vehicles~~	~~Corridor~~	~~Average Peak Period Vehicle Trips~~	~~Indicates the utilization of the transportation system by all vehicles.~~
	~~7~~			~~Average Daily Vehicle Trips~~	
	~~7,8~~			~~Daily VMT per capita~~	
	~~7~~	~~Roadway - People~~	~~Corridor~~	~~Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate~~	~~Indicates the utilization of the transportation system by people.~~
	~~7~~			~~Average Daily Vehicle Trips Multiplied by the Occupancy Rate~~	
	~~7~~	~~Trucks~~	~~Corridor~~	~~Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks~~	~~Indicates the utilization of the transportation system by trucks.~~
	~~7~~			~~Average Daily Vehicle Trips that are (5+ axle) Trucks~~	
	~~7~~	~~Transit~~	~~Mode~~	~~Passengers per Vehicle Revenue Hour~~	~~Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.~~
	~~7~~			~~Passengers per Vehicle Revenue Mile~~	
	~~7~~			~~Passenger Mile per Train Mile (Intercity Rail)~~	
	~~7~~			~~Boardings per capita.~~	~~Indicates transit usage on a per capita basis.~~
~~System Preservation~~	~~3~~	~~Roadway~~	~~Region~~	~~Total number of Distressed Lane Miles~~	~~Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).~~
	~~3~~			~~Percentage of Distressed Lane Miles~~	
	~~3~~			~~Percentage of Roadway at Given IRI Levels~~	~~Indicates roadway smoothness.~~
	~~3~~			~~Percentage of highway bridges in need of repair (by number of bridges and by deck area)~~	~~Indicates the number of bridges and lane miles in need of rehabilitation or replacement.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

~~Table A: Performance Indicators, Measures and Definitions~~

~~(Page 3 of 3)~~

~~Indicator~~	~~Relation to Section 19 Performance Criteria~~	~~Performance Measures~~			~~Indicator~~
		~~Mode~~	~~Level*~~	~~Measures~~	
~~Environmental Impact~~	~~6~~	~~All~~	~~Region~~	~~Carbon dioxide emissions per capita~~ ~~Criteria pollutant emissions per capita~~	~~Indicates air quality impact.~~
~~Return on Investment/ Lifecycle Cost~~	~~1-7~~	~~All~~	~~Corridor~~	~~Percentage rate of return~~	~~Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.~~

~~*Level~~
~~- Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.~~
~~- Region – Region or county commission that is responsible for RTIP submittal.~~
~~- Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.~~

Appendix C:

ADDENDUM to STIP GUIDELINES
Local Alternative Transportation Improvement Programs
State Routes 84 and 238

Resolution G-10-06 Adopted April 7, 2010
Addendum to Resolution G-09-11

Authority and Scope: Government Code Section 14528.56, added by Chapter 291 (AB 1386) of the Statutes of 2009, authorizes the California Transportation Commission (Commission) to incorporate into the state transportation improvement program guidelines additional guidelines specific to the local alternative transportation improvement program, and to adopt guidelines to establish a process to approve advancing a project, if the project is included in the local alternative transportation improvement program approved pursuant to Section 14528.5 or 14528.55 of the Government Code.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

Development of the Local Alternative Transportation Improvement Program: Sections 14528.5 and 14528.55 of the Government Code authorize the development of a local alternative transportation improvement program (TIP) to address transportation problems which were to be addressed by the planned state transportation facilities on State Highway Route 238 in the City of Hayward and Alameda County, and on State Highway Route 84 in the Cities of Fremont and Union City. The City and/or County will act jointly with the transportation planning agency to develop and file the local alternative TIP. Priorities for funding in the local alternative TIPs shall go to projects in the local voter-approved transportation sales tax measure.

The local alternative TIP must be submitted to the Commission prior to July 1, 2010.

All proceeds from the sale of the excess properties, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties (properties acquired to construct a new alignment for a freeway or expressway bypass to State Highway Route 238 in the City of Hayward and in the County of Alameda, and State Highway Route 84 in the Cities of Fremont and Union City) shall be allocated by the Commission to fund the approved local alternative TIP.

Administration of the Local Alternative TIP: Project funds programmed in the local alternative TIP shall be allocated and expended in the same manner as state funds made available for capital improvement projects in the state transportation improvement program (STIP) adopted by the Commission pursuant to Section 14529 of the Government Code. These funds shall not be subject to the formula distributions specified in Sections 164, 188 and 188.8 of the Streets and Highways Code.

Advancement of a Project in the Local Alternative TIP: A local agency may, with the concurrence of the appropriate transportation planning agency, the Commission, and the Department of Transportation (Department), advance a project included in the local alternative TIP prior to the availability of sufficient funds from the sale of respective excess properties, through the use of its own funds.

Advancement of a project or projects shall not change the priority for funding and delivery of all projects within each respective approved local alternative TIP.

A local agency may enter into an agreement with the appropriate transportation planning agency, the Department, and the Commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction that is included in the respective local alternative TIP.

If the local agency uses local voter-approved sales and use tax revenues to advance a project, any reimbursement made shall be used for the same purposes for which the imposition of the sales and use tax is authorized.

Submittal of Advancement Request: Requests shall be submitted to the Department by the applicant in accordance with established timeframes for project amendments to be placed on the agenda for timely consideration by the Commission.

In order to be considered by the Commission, an advancement request shall:

- Be signed by a duly authorized agent(s) of the applicant agency and implementing agency if different.
- Include all relevant information as described below.
- Indicate that the implementing agency is ready to start work on the project or project component.
- Have a full and committed funding plan for the component covered by the advancement request.
- Indicate anticipated schedule for expenditures and completion of the component.

Content and Format of Advancement Request: The Commission expects a complete request to include, at a minimum, the following information as applicable:

- A letter requesting advancement approval. The request shall include a summary of any concurrent actions needed from the Commission and a discussion of the source(s), amount and commitment of funding to be used to advance the project.
- Alternate local funding source(s) that will be substituted for the local alternative TIP funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board.
- An expenditure schedule for the component covered by the advancement request.

- If jointly funded with STIP or Proposition 1B funds, a STIP or Proposition 1B allocation request, an AB 3090 request, or a Proposition 1B LONP request must be included.
- Requests to advance right-of-way purchase or construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

Review and Approval of Advancement Requests: The Department will review advancement requests for consistency with these guidelines and place the request on the Commission meeting agenda.

Advancement will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon approval of the advancement, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the local agency before it can provide reimbursement for eligible project expenditures.

Initiation of Work: The project requested to be advanced ~~should~~ **shall** be ready to proceed upon approval. The local agency shall report to the Department/Commission within four months following advancement approval on progress in executing agreements and third-party contracts needed to execute the work.

Allocations: Funds for the advanced project will be allocated by the Commission when scheduled in the local alternative TIP, contingent on sufficient funds being available in the appropriate Special Deposit Fund. Pursuant to the agreement with the local agency, the Department shall reimburse the local agency for the actual cost of developing and constructing the project, including the acquisition of right-of-way. Reimbursement of project development costs shall not exceed 20 percent of estimated construction costs, or any lesser amount mutually agreed to by the Department, Commission, and local agency. Interest and other debt service costs are not reimbursable.

In no case will an allocation be made that exceeds the amount of funds available in the respective account established in the Special Deposit Fund from the sale of excess properties from Route 84 or Route 238. The agency advancing the project accepts the risk that sufficient funds to fully reimburse all project costs may not be realized from the sale of the excess properties.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 20

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.15
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Giles Giovinazzi
Federal Transportation Liaison,
Caltrans and High Speed
Rail Authority

Subject: **APPROVAL ON THE STATEWIDE CONSENSUS PRINCIPLES FOR THE FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) declare support of the California Statewide Federal Surface Transportation Reauthorization Consensus Principles.

BACKGROUND:

Last week, the U.S. Congress enacted another extension of funding for programs under the most recent multi-year Federal Surface Transportation Reauthorization, the Moving Ahead for Progress in the 21st Century Act (MAP-21). While this extension expires October 29, 2015, it is possible that the U.S. Congress will enact additional MAP-21 extensions through the end of 2015 before it enacts multi-year surface transportation funding and policy legislation

Additionally, the U.S. Senate approved a multi-year surface transportation reauthorization proposal, the Developing a Reliable and Innovative Vision for the Economy Act (the "DRIVE Act"), a six-year authorization of surface transportation programs containing revenue to support only three years of funding for those programs. Moreover, the U.S. House of Representatives has not yet introduced a multi-year proposal. It is expected that the Federal Surface Transportation Reauthorization process will gain momentum this fall as deliberations over policy and long-term funding between the U.S. Senate, the U.S. House of Representatives and the Administration intensify.

Attached is the California Statewide Federal Surface Transportation Reauthorization Consensus Principles, which incorporate core Federal transportation priorities that outlined in a letter sent out by Director Malcolm Dougherty, to the California U.S. Congressional Delegation, dated January 12, 2015, including:

- A long-term (4 to 6 year) reauthorization bill;
- An overall increase in Federal transportation investment and national policy leadership and support for a "fix-it-first" philosophy;
- Dedicated, sustainable funding for a freight/goods movement program; and
- Federal incentives and support to advance sustainability and climate preparedness efforts.

Additionally, the California Statewide Federal Surface Transportation Reauthorization Consensus Principles incorporate California stakeholder comments that were received during two statewide conference calls hosted this summer by Director Malcolm Dougherty, in which over 110 participants statewide called in, as well as written follow up comments that we received after those calls. This document also contains several good transportation policy suggestions that will benefit California, Members of Congress should consider, and that should be supported.

Attachment

California Statewide Federal Surface Transportation Reauthorization Consensus Principles

Long-Term Reauthorization Bill

The State of California receives over $3.5 billion annually in Federal transportation funding, which creates or sustains 81,000 jobs and leverages additional State, local and private investment. In recent years, California has also made significant investments in transportation and infrastructure, and is eager to partner with the Federal government to advance important transportation projects, many of which are significant both for California and the entire nation.

However, according to the Congressional Budget Office, Federal Highway Trust Fund outlays will exceed revenues by an average of almost $15 billion per year, or roughly $85 to $90 billion over a six-year period. Revenues must be increased to better align with the demand for a safe, reliable transportation system that moves both goods and people efficiently.

- California supports a multi-year Surface Transportation Reauthorization (four to six years) that will provide stability and certainty, and allow for more deliberate investment.

- Congress must consider user-based, pay-as-you-go funding options like increasing and indexing to inflation the excise taxes on motor fuels.

- The Federal government should also explore innovative transportation revenue mechanisms, such as a road user charge or other user-based revenues, and provide financial support to states willing to research or pilot innovative revenue programs.

Fix-It-First and Safety

More than 40 percent of California's highway lanes are either in distressed condition or in need of preventative maintenance; more than one in four culverts necessary to manage storm water runoff are in need of repair; and more than 30 percent of the technical equipment (e.g., ramp meters, vehicle detectors, and video cameras) used to operate the highway system are not in working condition.

At the same time, most California counties experience average local road conditions in an "at risk" classification, with up to 25 percent of roads projected to be in "failed" condition by 2022. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

Further, poor roadway conditions affect the safety of all road users, including bicyclists and pedestrians. Rehabilitation projects can also be a good opportunity to improve safety and convenience for bicyclists and pedestrians more cost effectively than standalone or retrofit active transportation projects. Californians recognize that the preservation and maintenance of the State's existing system of roadways and bridges is a priority.

California also recognizes that traffic safety involves saving lives and reducing injuries. Congress must provide robust funding that can be applied to safety projects aimed at reducing fatalities, including rural areas where fatality rates are the highest.

- Congress should increase funding for all of MAP-21's core highway formula programs, and in particular the Federal Highway Administration's National Highway Performance Program, Surface Transportation Program, and Highway Safety Improvement Program. These programs support California's State

Highway Operations Protection Program, the preservation of local roads and bridges, and needed safety improvements for all road users throughout the State.

Freight/Goods Movement

California is the nation's international trade leader, in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S. California strongly urges Congress to invest more in the national freight transportation system, which is of critical importance to the national economy. Additionally, impacts to local and regional economies, the environment, and communities must be mitigated simultaneously when making freight system improvements.

- Congress should authorize dedicated, sustainable funding for a multi-modal freight program. These funds should be derived from revenue sources across all modes of freight transportation.

- Congress should restore the National Cooperative Freight Research program. The program should retain its multi-modal focus on efficiency, reliability, safety and security of the nation's freight transportation system, and it should span all modes to ensure multi-modal technological and innovative improvement. In addition, sustainability and network performance should be included in the program's focus.

- Congress should provide funding for technology innovation, development and deployment; and for support of Intelligent Transportation Systems research to generate and accelerate improvement in freight efficiencies.

- Congress should permanently authorize the Transportation Investment Generating Economic Recovery grant program and the application process should be streamlined. Congress should also authorize a major projects contract authority program that funds large-scale projects (including multi-modal freight projects) with significant national and regional economic impacts.

- The U.S. Department of Transportation (U.S. DOT) must complete the National Freight Strategic Plan required by MAP-21 and it should be consistent with state freight plans. Implementation of a National Freight Strategic Plan should be supported by a minimum $2 billion per year contract authority grant program, possibly allocated through both competitive and formula-based criteria.

- The National Primary Freight Network should be extended beyond the existing 27,000 mile limit, consistent with the recommendations of the California Freight Advisory Committee, to include additional miles as needed to create a fully integrated network; it should provide connectivity between large and small metropolitan areas and markets and be expanded to include additional corridors that are increasingly impacted by truck and rail traffic.

- A freight grant program must focus on the freight system as a whole, and it must include support for major urban trade gateways and corridors; highways and local roads that make up the 'first-and-last mile' connections to seaports, rail, airports, cargo facilities, intermodal yards, and commercial ports of entry; and also the rural and local freight networks that enable the transport of agricultural and natural resources. In addition, projects to reduce freight impacts to communities and the environment must be eligible for funding.

Sustainability and Climate Preparedness

California supports policies that take into consideration the effect of current and future climate impacts and conditions when planning for and making transportation infrastructure investment decisions. Additionally, California is committed to improving the quality of life for all Californians by supporting multi-modal investment and increasing accessibility to all modes of transportation. The 2012 California Household Travel Survey revealed that nearly 23 percent of household trips were taken by walking, biking, or using public transportation, compared with 11 percent in 2000. Further, the California Department of Transportation (Caltrans) recently set strategic targets to dramatically increase walking, biking, and public transportation trips by 2020.

Additionally, California's landmark "California Sustainable Communities and Climate Protection Act of 2008" (SB 375) requires that California Metropolitan Planning Organizations (MPOs) develop and implement Sustainable Communities Strategies that generally promote compact, mixed-use commercial and residential development that will be walkable, bikeable, close to public transportation, jobs, schools, and recreation.

California is also a leader of technological innovation, including environmentally-friendly "green" technologies. As such, California has adopted a policy of encouraging the use of zero-emission vehicles, and promoting private sector investment in zero-emission vehicle infrastructure (Executive Order B-16-2012). California also allows High-Occupancy Vehicle (HOV) lane access to low emission and energy-efficient vehicles to incentivize their use and promote the State's sustainability and climate preparedness objectives.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for the Congestion Mitigation and Air Quality Improvement Program to reduce congestion, improve air quality and meet the requirements of the Clean Air Act.

- There is a strong Federal interest in promoting sustainability and multi-modal investment, so Federal policy should reward states like California that have made significant multi-modal investments to advance sustainability strategies.

- Congress should authorize an incentive grant program that rewards states, tribal governments, and MPOs that have already adopted "Best Practices" to reduce greenhouse gas emissions and integrate transportation planning and investment decisions with other land-use and economic development decisions, and also provide financial incentives for rural sustainability initiatives.

- Congress should provide assistance for data collection, and determining and quantifying greenhouse gas emissions, and other important data for addressing climate change through the analysis of various transportation plan alternatives in long-range transportation plans done in coordination with local land use plans.

- California encourages Federal policies that incentivize or provide support for the inclusion of environmental issues and deficiencies in transportation plans and project design. For system safety, resilience and sustainability, transportation facilities should be designed, constructed, and retrofitted to address environmental issues and deficiencies, such as adaptation and resilience to changing climate conditions, fish passage, and habitat connectivity.

- California urges Congress to amend current Federal regulatory restrictions to encourage private investment and provide Federal start-funding for zero-emission vehicle infrastructure and facilitate its successful deployment along Interstate and Federal-aid highways.

- California urges Congress to revise the current HOV degradation standard (45 mph 90 percent of the time), and provide more flexibility for state and local agencies to comply and continue allowing HOV lane access to low emission and energy efficient vehicles.

Funding and Finance

Public-private partnership (P3) procurement methods are not a substitute for robust direct Federal transportation investment nor a solution for Federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- Congress must provide an overall increase in Federal funding for transportation programs.

- Congress should allow tolling for Interstate System reconstruction, and also the conversion of any existing toll-free highway lanes (including on the Interstate System) to toll facilities that manage demand through variable tolling. Further, Congress should allow toll revenues to be used for public transportation services that contribute to the improved operation of the toll facility or highway, or to mitigate toll facility related adverse impacts identified under the National Environmental Policy Act process.

- Congress should maximize the use and flexibility of Federal funds by eliminating requirements for non-Federal matches.

- Congress should provide robust funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance to states, local governments, toll authorities and P3s. Additionally, Congress should consider creating a limited pilot program that would make TIFIA requirements more accessible to bike and pedestrian project sponsors.

- Congress should create a US. DOT clearinghouse to provide technical assistance and share P3 best practices with State, local, and tribal governments.

- Congress should review tax-exempt Private Activity Bond eligibility and consider raising the cap on qualified surface transportation projects. Additionally, Congress should consider creating a new "America Fast Forward" qualified tax credit bond.

Public Transportation

In recent years, California has also made significant investments in public transportation to address sustainability, economic (e.g., access to employment) and social (e.g., providing a safety net for those that cannot drive) policy objectives, and Caltrans is seeking to double transit ridership by 2020 as a strategic sustainability target. At the same time, the California Transportation Commission's *Statewide Transportation System Needs Assessment* and *California Unmet Transit Funding FY 2011–FY 2020 Needs* report identified a

10-year unmet operating and maintenance gap $22.2 billion and a capital gap of $42.1 billion for California transit.

- The U.S. DOT's GROW AMERICA Act includes a 70 percent increase in Federal funding for transit programs. California urges Congress to significantly increase Federal investment in transit programs, including operations and capital funding, to maintain the current system in a state of good repair and help the State meet its sustainability, economic and social objectives.

- Traditionally, about 80 percent of the funding for the Federal public transportation program has come from the mass transit account of the Highway Trust Fund, and Congress must continue funding public transportation from the Highway Trust Fund.

- Congress should restore funding for Bus and Bus Facilities (49 U.S.C. § 5339) program to pre-MAP-21 levels and include a transparent and efficient discretionary element as recommended by American Public Transportation Association (APTA). To alleviate unnecessary workload for regional and state agencies, Congress should amend the Bus and Bus Facilities program to clarify that small and large urban transit operators may be the direct recipients of Bus and Bus Facility funds, just as they are for other Federal Transit Administration (FTA) programs.

- California urges Congress to increase funding of the Federal transit program for Non-Emergency Medical Transportation for the Elderly and Disabled (49 U.S. § 5310) to address the growing transportation needs for the target populations.

- California urges Congress to increase funding to Rural Transportation (49 U.S.C. § 5311). If funding for the Bus and Bus Facilities program were increased, Congress should ensure an equitable portion is distributed to states for rural transit; any new rural Bus and Bus Facility program funds should be rolled into the § 5311 program to ensure administrative efficiency and program effectiveness.

- Congress should also continue and increase funding for New Starts and Small Starts (49 U.S.C § 5309) and also the Small Transit Intensive City set-aside.

- Congress should amend current law to remove disincentives to states that build new high-occupancy toll (HOT) lanes or convert their existing HOV lanes to HOT lanes. Express bus service operating on HOT lanes should be treated no differently than express bus service operating on HOV lanes for the purpose of calculating an area's FTA State of Good Repair (49 U.S.C § 5337) funding allocation.

- Congress should amend current law to allow states to relinquish Park and Ride lots located on Federal-aid highways to local agencies who seek to invest, improve, and integrate them into regional transit systems.

Rail Reauthorization

California has also invested in expanding high-capacity and high-performance intercity and commuter passenger rail services for many years, which is a critical component of a long-term, sustainable, multi-modal transportation strategy.

- Congress should reauthorize both the Rail Safety Improvement Act of 2008 (RSIA, P.L. 110-432) and the Passenger Rail Investment and Improvement Act (PRIIA, P.L. 110-432).

- California supports Congressional efforts to increase funding intercity rail capital investment grants (chapter 244 of Title 49); all funding for this program must be made available for eligible projects in every state.

- California supports APTA's call for a dedicated and indexed revenue source, other than the motor fuel taxes that support the Highway Trust Fund, for planning, design and construction of High-Speed and Intercity Passenger Rail; and also the GROW AMERICA Act proposal to create trust funded programs for current passenger rail services (e.g., Amtrak) and rail service improvements (e.g., construction of new high-performance passenger rail networks).

- California also supports Congressional efforts to reform the Railroad Rehabilitation and Improvement Financing program to make it more accessible to borrowers.

- California also supports Congressional efforts to provide Federal grant funding for implementation and operation of PTC by both Amtrak and commuter railroads. Congress must also increase the Federal commitment for highway-rail grade crossing safety.

- California supports Congressional efforts to require Amtrak to provide timely information and greater transparency into revenues and costs related to state supported rail corridors so that states can effectively manage services and verify proper implementation of PRIIA Section 209 requirements.

- Congress must also provide adequate funding of Amtrak's long distance train service, which provides an important transportation alternative in and between rural communities often not served by other intercity transportation options.

Transportation Alternatives Program

The Federal Transportation Alternatives Program (TAP) provides funding for important programs and projects, including, but not limited to, on-road and off-road pedestrian and bicycle facilities, recreational trail program projects, and safe routes to school projects. Caltrans recently set a strategic sustainability target of doubling pedestrian and tripling bicycle trips by 2020. TAP funding supports California's consolidated Active Transportation Program, which furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians.

- California supports an overall increase in Federal transportation spending, including a proportional increase in funding for TAP. Additionally, TAP should continue to be funded from the Highway Trust Fund.

Performance Management

MAP-21 directs the U.S. DOT to establish performance measures related to statutory goals for safety, infrastructure condition, freight movement, environmental sustainability and other areas. States and other Federal-aid highway grantees (e.g., MPOs) are expected to set and maintain targets based on the U.S. DOT performance measures, collect data, and report their progress in meeting these targets. While performance-based decision making may guide more efficient and cost-effective investment in the long-term, a recent U.S. Government Accountability Office report revealed nationwide concerns regarding the costs and challenges associated with Federal performance management data collection and implementation; Federal funding must increase to match new Federal requirements and responsibilities.

- California urges Congress to provide additional funding for training, tools, and data collection related to performance management implementation.

- Congress should allow performance management rulemakings to run their course, and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has been already done.

Regional Planning

California recognizes that regional planning and programing is an essential feature of an innovative, successful national transportation system. Therefore, California urges Congress to retain the current designation of MPOs at 50,000 and to recognize and fund a Regional Transportation Planning Organization designation for rural counties with populations under 50,000. California created a similar designation in 1971 for Regional Transportation Planning Agencies, which have been successfully operating as the regional transportation planning entity for rural communities since their inception.

Streamlining Planning, Programs and Project Delivery

California supports continued efforts to streamline surface transportation project delivery. This can be achieved by further opportunities for state stewardship through delegation programs, increasing states' flexibility for using alternative project delivery methods, and integrating planning, project development, review, permitting, and environmental processes to reduce delay.

Moreover, environmental mitigation is a component of many transportation projects. "Advance mitigation" is a compensatory environmental investment that takes place prior to the environmental review and permitting of one or more transportation projects. Advance mitigation allows for more efficient project approvals than project-by-project mitigation, where mitigation options are often sought near the end of the environmental review process.

- California supports streamlining of Federal regulations to facilitate more expeditious project delivery.

- California supports efforts to increase transparency and accountability in the Federal environmental review and permitting process such as establishing an Internet-based reporting process to provide the status of Federal reviews, approvals and permits.

- To expedite project delivery, Congress should give local agencies the ability to incur project expenses at their own risk in advance of receiving a formal authorization to proceed through the Federal funding obligation process. This would enable project sponsors to accelerate various phases of the project, including preliminary engineering, right-of-way, advertising, and construction, thereby providing an opportunity to provide benefits to the public sooner and at lower cost. To ensure no actions are taken that pre-judge the outcome of the environmental process, advertising, right-of-way, and construction phases would not be allowed to commence until the National Environmental Policy Act process is complete.

- California supports increasing the Transportation Improvement Program and the Statewide Transportation Improvement Program coverage periods from the current four years to five or six years, updated a minimum of once every four years, which will allow the State to manage these programming documents more efficiently and expedite project selection for implementation.

- Federal policy should encourage and incentivize advance mitigation opportunities for transportation infrastructure projects because they accelerate project delivery and increase the quality of mitigation efforts.

- California supports an overall increase in Federal transportation spending, including funding for planning and implementation of programmatic mitigation plans and advanced mitigation for transportation projects. Further, Congress should authorize a Federal interagency effort to provide technical assistance and identify funding opportunities, or innovative financing techniques, for large-scale advance mitigation programs.

Tribal Transportation

California supports the underlying principles represented in the Tribal Transportation Unity Act, which include easing the transfer of Federal aid funds for tribal transportation projects, improving Bureau of Indian Affairs Right of Way management, and improving the speed and efficiency in getting emergency relief funding to tribes.

- California supports an overall increase in Federal transportation spending, including an increase in funding for the Tribal Transportation Program.

- California supports restoring Highway Trust Fund support for the Tribal High Priority Projects program as proposed by the GROW AMERICA Act.

- California supports establishing a Tribal Self-Governance program at U.S. DOT that will streamline grant funding and administration between the Federal and tribal governments.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.3
Information

From: WILL KEMPTON
Executive Director

Subject: **ROAD CHARGE TECHNICAL ADVISORY COMMITTEE & PILOT PROGRAM UPDATE**

ISSUE:

The Road Charge Technical Advisory Committee (TAC) met on June 26th in Sacramento, on July 24th in South Lake Tahoe and most recently on August 26th in San Diego.

At the June and July meetings, the TAC discussed a number of policy topics and received an informational update on the Business Case Scenario for road charging in California as well as an introduction to the pilot Concept of Operations that is being developed based on TAC policy decisions made to date. The TAC made the following decisions at the June and July meetings subject to further refinement and adjustment throughout the TAC deliberative process:

- The TAC adopted 50 evaluation criteria for the pilot consisting of 36 goals across 8 categories including: revenue, cost, operation, user experience, privacy, data security, equity, and communications.
- The TAC will contemplate potential non-mileage based road charge accommodations (i.e. social equity based tax policy provisions and payment accommodations such as exemptions, differential rates, payment plans etc.) for Commission consideration upon conclusion of the pilot program and receipt of CalSTA's report on pilot program findings.
- The TAC adopted pilot program volunteer recruitment categories and distribution of approximately 5,000 participants according to targeted numbers in the revised Participant Matrix provided at the July meeting.
- The TAC adopted a total of 10 Data Security Provisions related to authentication, authorization, data modification notification, data masking, encryption, data storage, data transmittal, data destruction, general IT network security, and third party oversight of data security standards.
- In addition to privacy evaluation criteria, the TAC also adopted 12 Privacy Principles as well as specific Privacy Protection Provisions for testing in the pilot.

Stakeholder engagement in the pilot program development process is critical. To facilitate stakeholder input, a Road Charge Workgroup consisting of 22 members was formed to meet specific consultation requirements outlined in Senate Bill (SB) 1077 and to support the TAC as a resource to efficiently gather and provide expert input on the design and evaluation of the road charge pilot program. The workgroup is chaired by Anne Mayer, Executive Director of the Riverside County Transportation Commission. Workgroup participants include representatives from a wide variety of areas including: vehicle users; vehicle manufacturers; fuel distributors; tribal governments; social equity and sustainability advocates; taxpayers; state, local, and regional transportation agencies; and building, construction, business and

economy interests. As a resource for the TAC, the workgroup is complementary to the larger public engagement process being undertaken by the TAC.

The workgroup held teleconferences on June 16th, July 15th and August 19th to discuss the policy issues being considered by the TAC at the June, July, and August meetings. Workgroup representatives provided a verbal update to the TAC at these meetings and two workgroup member organizations: the California Tax Payers Association and the San Joaquin County Farm Bureau submitted comment letters to the TAC for consideration. In addition to feedback received from the workgroup, the TAC also received comments and feedback through the recently established California Road Charge Pilot Program website: www.CaliforniaRoadChargePilot.com. All comments are posted online as received.

In addition to the ongoing stakeholder outreach and public engagement process, 5 focus groups were conducted in the months of July and August, and a statewide telephone survey will be conducted from late August to mid-September to establish baseline information for use in designing and implementing a road charge pilot program in California.

The August meeting was held on the 26th in San Diego, after the finalization of this memorandum. Staff will provide a verbal update at the Commission meeting regarding the TAC's August deliberations. The next TAC meeting will be held September 16, 2015 in Eureka.

The TAC will continue to undertake an open and inclusive process to gather public input during its study of road usage charge alternatives to the gas tax and development of recommendations on pilot program design. TAC meetings are webcast and all meeting materials are available online at: http://www.dot.ca.gov/road_charge/tac/meetings.html

BACKGROUND:

On September 29, 2014 the Governor signed Senate Bill 1077 (DeSaulnier, Road Usage Charge Pilot Program) mandating the Commission Chair, in consultation with the California State Transportation Agency (CalSTA) Secretary, to create a 15-member Road Usage Charge Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public input, and to make recommendations on the design of a pilot program. CalSTA must implement a road usage charge pilot program by January 1, 2017 based on the recommendations of the TAC and submit to the Legislature, the TAC, and the Commission, a report of its findings by June 30, 2018. The Commission is required to include its recommendations regarding the pilot program in its annual report to the Legislature.

M e m o r a n d u m

Tab 22

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.20
Information

From: WILL KEMPTON
Executive Director

Subject: **UPDATE ON PUBLIC FORUMS ON TRANSPORTATION**

ISSUE:

The Commission in cooperation with regional transportation planning agencies and local business entities have been conducting transportation forums throughout the state. These forums commenced in May 2015 in Fresno, followed by Sacramento in June, Los Angeles in July, and subsequent to the issuance of this memo the Orange County and San Diego forums were concluded.

The goal of these forums are twofold: 1) provide information on transportation issues impacting the region and state and, 2) gather public input on the most important transportation-related issues impacting the community.

These public forums have been designed to provide an open meeting format attended by organizational representatives and individuals that might not normally attend Commission meetings, such as business organizations, social advocacy groups, and the general public. These forums are structured to provide the regional transportation agency and the local business organizations a seat at the table to present their perspectives on the local/regional/state transportation issues that impact their communities, along with representatives from the Commission and Caltrans to provide an overview of statewide transportation issues, allowing for a significant amount of time for an open dialogue with the public.

Following are some specifics related to each of the forums held prior to issuance of this memo, and staff will provide an oral overview of the Orange County and San Diego forums at the Commission meeting.

Fresno Forum – May 27, 2015

- Co-Sponsors
  - San Joaquin Valley Regional Transportation Planning Agencies
  - Fresno Chamber of Commerce
  - Fresno Economic Development Corporation
- Presenters
  - Commissioner Darius Assemi
  - Brian Kelly, CalSTA
  - Will Kempton
  - Norma Ortega, Caltrans
  - Tony Boren, Fresno Council of Governments
  - Ahron Hakimi, San Joaquin Valley Regional Transportation Planning Agencies

    - Debbie Hunsaker, Fresno Chamber of Commerce
    - Lee Ann Eager, Fresno Economic Development Corporation
- Attendance ≈ 75
- Overview of comments received:
    - Being able to transport goods from the Valley to the Ports is very important.
    - Delays in the transportation system cost businesses time and money
    - Need to ensure transportation funding goes towards transportation projects.
    - The state needs to be more efficient in delivering transportation projects.
    - Truckers could reduce the number of trips if higher weights were allowed on trucks.
    - The difficultly some Valley cities may experience in deciding to reduce the number of vehicle lanes in order to build bike lanes when bike riders constitute a very small number of trips. The Valley is not like other communities such as Portland, Oregon with a high percentage of bike trips.

Sacramento Forum – June 24, 2015

- Co-Sponsors
    - Sacramento Area Council of Governments
    - Sacramento Metro Chamber of Commerce
- Presenters
    - Commissioner Jim Earp
    - Assembly member Jim Frazier
    - Will Kempton
    - Malcolm Dougherty, Caltrans
    - Don Saylor, Sacramento Area Council of Governments
    - Sharon Scherzinger, El Dorado County Transportation Commission
    - Celia McAdam, Placer County Transportation Planning Agency
    - Chris Worden, Sacramento Metro Chamber of Commerce
    - Eric Sauer, California Trucking Association
- Attendance ≈ 100
- Overview of comments received:
    - Need to ensure any new transportation funding is only available for transportation purposes.
    - Fix-it-First a priority in the region.
    - Need to split new funding between local and state needs.
    - Need to balance AB 32 goals and the need to raise revenues.
    - Moving people and goods throughout the region is critical to a vibrant economy.
    - Lowering the voter threshold for the passage of regional tax measures for transportation is needed to assist the aspiring counties to raise revenues for critical infrastructure needs.
    - Bundling linear projects, such as roads and highways with broadband, should be considered during project planning stages. This could reduce the cost to the state through the partnership with private sector.
    - Need to provide alternative project delivery methods to streamline the process.

Los Angeles Forum – July 29, 2015

- Co-Sponsors
    - Southern California Association of Governments

    - Los Angeles Chamber of Commerce
- Presenters
    - Commissioner Fran Inman
    - Commissioner Yvonne Burke
    - Will Kempton
    - Malcolm Dougherty, Caltrans
    - Alan Wapner, Southern California Association of Governments
    - Stephanie Wiggins, Los Angeles County Metropolitan Transportation Association
    - Darren Kettle, Ventura County Transportation Commission
    - Ruben Gonzalez, Los Angeles Chamber of Commerce
    - Michael Christensen, Port of Long Beach
    - David Libatique, Port of Los Angeles
- Attendance ≈ 100
- Overview of comments received:
    - Need to increase velocity and reliability through the ports.
    - Any new transportation funding must be protected.
    - Integration of land use and transportation through planning is critical.
    - Need more staff and funding to maintain our existing system.
    - Need more funding to ensure the safety for pedestrians and bicyclists.
    - Non-traditional methods to reducing congestion need to be considered.
    - How can we make HOV & HOT lanes more efficient?
    - Is road charging the long term solution or is there some other mechanism/legislation to solve this issue?

4.17

COMMENTS TO THE CALIFORNIA SUSTAINABLE FREIGHT STRATEGY

INFORMATION ON THIS ITEM WILL BE PROVIDED PRIOR TO THE AUGUST 27, 2015 CALIFORNIA TRANSPORTATION COMMISSION MEETING

4.18

PRESENTATION ON THE 25TH ANNUAL INTELLIGENT TRANSPORTATON SOCIEITY OF AMERICA MEETING

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE AUGUST 27, 2015
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Tab 25

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.11
Information

From: WILL KEMPTON
Executive Director

Subject: **2015 ACTIVE TRANSPORTATION PROGRAM UPDATE**

ISSUE:

The Active Transportation Program (ATP) was created in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, the state Bicycle Transportation Account, and the state and federal Safe Routes to Schools programs, into a single program.

The Commission adopted guidelines at its March 26, 2015 meeting for the purposes of developing, adopting, and managing the 2015 ATP. The 2015 ATP is funded with $360 million for fiscal years 2016-17, 2017-18, and 2018-19. The deadline to apply for the 2015 cycle was June 1, 2015. The Commission received 617 project applications requesting over $1 billion in ATP funds. Over 75% of the funds requested are to benefit disadvantaged communities and over 38% of funds requested are for Safe Routes to School Projects. The funding requests are spread fairly evenly over the three years of available funds.

Applications are first evaluated for the statewide and small urban/rural competitive components of the ATP by a multidisciplinary group of 89 volunteers paired into 44 teams and one alternate. Staff intends to release program recommendations by September 15, 2015, for adoption by the Commission at the October 20-21, 2015 Commission meeting.

Projects not selected for programming in the statewide competitive component will be forwarded to the MPOs for consideration in the respective large MPO run competitions. Staff expects to bring forward MPO programming recommendations at the December 9-10, 2015 Commission meeting.

BACKGROUND:

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.
Projects funded by the Active Transportation Program must be selected through a competitive process and meet one or more of the following program goals:

- Increase the proportion of biking and walking trips,
- Increase safety for non-motorized users,
- Increase mobility for non-motorized users,
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding,
- Ensure disadvantaged communities fully share in program benefits (25% of program), and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

As required by Senate Bill 99, a multidisciplinary evaluation team was formed to evaluate the submitted project applications. The evaluation team consists of stakeholder volunteers with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools projects, and projects benefiting disadvantaged communities. Volunteers were teamed with a partner to create 44 evaluation teams with a north/south geographical balance. Each team was required to reach consensus on each application score by scoring criteria.

Project applications are rated and ranked on the basis of applicant responses to the below criterion:

- Potential for increased walking and bicycling,
- Potential for reducing pedestrian and bicyclist fatalities and injuries,
- Public participation and planning,
- Improved public health,
- Benefit to disadvantaged communities,
- Cost effectiveness,
- Leveraging of non-ATP funds,
- Use of California Conservation Corps or qualified community conservation corps, and
- Applicant's performance on past grants.

Upon completion of the project evaluation process, Staff will prepare a programming recommendation for the statewide ($180 million) and rural/small urban ($36 million) competitive components. As required by Assembly Bill 101, the programming recommendation for each program component will include no less than 25 percent of ATP funds to projects that benefit disadvantaged communities.

In accordance with the program guidelines, projects located within the large urban regions not selected in the statewide competitive component will be considered for project selection in the MPO competitive component ($144 million).

<u>Attachment</u>
2015 Active Transportation Program Project Evaluation Committee

2015 Active Transportation Program Evaluators

Adams, Nancy
Alfsen, Wendy
Alvarez, Grace
Barton, Laurel
Bozorginia, Maziar
Carlson, Gail
Caswell, Marc
Chen, Patricia
Chu, Philip
Chung, Celia
Class, Doby
Dahler, Russ
Damon, Jeffrey
Dang, Tony
Dean, Bill
Deras, Gladis
D'Onofrio, Jennifer
Doyle, Laura
Erdman, Cynthia
Espinoza, Demi
Fabela, Jeanette
Fearer, Jaime
Friberg, Melody
Friis, Mark
Garcia, Gabe
Garcia, Natalie
Gigli, Lucy
Goldsmith, Lynne
Gutierrez, Gabriel
Harmon, Richard
Haukom, Kristin
Helms, Charlie
Hubbard, Leslie
Iwasaki, Naomi
Kluth, Chris
La, My
Lee, Josh
Leighton, Tamera
Levine, Carol
Louie, Pauline
Mancina, Nina
Mangasarian, Arsen
Martin, Kelly
Martinez, Marty
Matsui-Drury, Judy
Meaney, Jessica
Moe-Luna, Lorelle
Moller, Bryan Steve
Moosavi, Darwin
Mulder, Kevin
Mullis, Melanie
Nguyen, Tham
O'Leary, Debbie
Ollinger, Samantha
Patchan, Stephen
Pomare, Sara
Price, Lindell
Quigley, Tamy
Rahtz Jaiswal, Anna M.
Rehman, Waqas
Renny, Andrea
Rensi, Marcella
Rindon-Whitcomb, Erika
Robertson, Jesse
Ryan, Kenneth
Sadler, Bill
Salazar, Maricela
Sanford, Eve
Schofield, Jesse
Shimshon-Santo, Amy
Singh, Chanda
Sinkhorn, Emily
Smith, Oona
Snyder, Ryan
Somchai, Pontip
Stoltzfus, Jarrett
Surathi, Padma
Talbo, Ellen
Tentor, Judi
Thompto, Ryan
Trinh, Cuong
Twomey, Maura
Ussery, John
Vance, Kendee
Ward-Waller, Jeanie
Williams, Keith
Wright, Molly
Zhao, Louis
Zohrehvand, Fred

M e m o r a n d u m

Tab 26

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.16
Information

From: WILL KEMPTON
Executive Director

Subject: **UPDATE ON CALIFORNIA TRANSPORTATION PLAN (CTP) 2040**

ISSUE:

At the May 28, 2015 Commission meeting in Fresno, Caltrans presented the draft CTP 2040 for Commission consideration and comment. The Commission submitted comments on the CTP 2040 to Caltrans on June 4, 2015 (Attachment A). A summary of the remarks provided by the Commission are as follows:

- The CTP 2040 should balance the economic impacts and greenhouse gas (GHG) emission reduction goals in the development of long range plans.
- The CTP 2040 should acknowledge the current and planned efforts undertaken to reduce GHG emissions.
- The intent of Senate Bill 1077, for the development and deployment of a road charge pilot program, should be clearly articulated in the CTP 2040.
- An estimate and potential source of funding needed to implement the alternatives and recommendations outlined in the CTP 2040 should be included.
- In order to address the states growing population and economy, strategic investments to add capacity should be considered in the long range planning for the state.
- Land use and housing plays a critical role in the development of long range transportation plans. The CTP 2040 should reflect a summarization of the efforts taken at the regional level in the development of regional transportation plans to meet state housing goals.

The Commission received a response from Caltrans on July 28, 2015 (Attachment B) addressing each of the concerns identified in the June 4th letter. Caltrans will update the Commission on the status of the draft 2040 CTP at the August Commission meeting.

BACKGROUND:

Pursuant to federal regulation (23 CFR Section 450.214) and state statute (Government Code Sections 14000.6 and 65071 [et al]) Caltrans is required to prepare a statewide long-range transportation plan.

In 2009, SB 391 (2009, Liu) expanded the statutory requirements of the CTP. Specifically, SB 391 directed Caltrans to complete the CTP 2040 by December 31, 2015; and to prepare an update every five years thereafter. SB 391 further specified that Caltrans must address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050;

taking into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

SB 391 also required that Caltrans complete an interim report by December 31, 2012, providing a list and an overview of all sustainable communities strategies and alternative planning strategies with an assessment of how implementation of the sustainable communities strategies and alternative planning strategies would influence the configuration of the statewide integrated multimodal transportation system. At its March 2013 meeting, the Commission considered the interim report and provided comments to Caltrans recommending the CTP: 1) Include a summarization of MPO efforts to generate forecasted development patterns captured in sustainable communities strategies that meet state housing goals; 2) Assess how regional forecasted development patterns influence the configuration of the statewide integrated multimodal transportation system in the CTP; and 3) Ensure early and continuous coordination during development of the CTP with the State Department of Housing and Community Development and other agencies and stakeholders.

Caltrans has stated the CTP 2040 development process complies with federal public participation requirements to ensure the public has an opportunity to provide input during the development of the plan. Caltrans also formed a Policy Advisory Committee and Technical Advisory Committee to provide guidance, direction and necessary approvals with respect to the continuing, comprehensive and cooperative statewide planning process as required by federal regulations.

Pursuant to SB 486 (2014, DeSaulnier), the Commission may develop guidelines, in cooperation with Caltrans, to inform the next CTP due in December 2020.

Attachment A – Commission letter to Caltrans (June 4, 2015)
Attachment B – Caltrans response letter (July 28, 2015)

ATTACHMENT A

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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June 4, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

The California Transportation Commission (Commission) considered the March 2015 draft California Transportation Plan 2040 (CTP) at its May 28, 2015 meeting. The Commission commends the California Department of Transportation (Caltrans) and other stakeholders for their extensive efforts in responding to landmark legislation impacting how California must plan for transportation now and in the years to come. The multimodal integration planned though 2040 will provide more transportation opportunities for Californians as we strive to reduce environmental impacts while improving mobility and accessibility for all.

Importantly, the CTP, once complete, will serve as a framework for the Commission and others to consult when carrying out measures directed towards achievement of the greenhouse gas emissions targets called for in the Governor's recently released Executive Order B-30-15 (EO). The Commission believes it is vitally important that state agencies take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives as required in the EO.

The Commission recognizes the CTP is an important document in informing California's future vitality. Once finalized, the CTP will guide long-term planning and form the basis for future investment decisions that will affect California's transportation system. From our review of the CTP, it is evident that Caltrans is planning for significant actions that will fundamentally alter how Californians will utilize our transportation system. Therefore, it is important for the CTP to provide clear priorities, while balancing environmental goals with economic and mobility needs. It is with this understanding that the Commission offers comments and recommendations to inform the final plan.

1. **Economic Impacts**

Balancing California's greenhouse gas emission reduction goals with economic and other goals is critical to ensure the vitality of future generations. This balance is not evident in the draft CTP. As an example, Table 24 (page 105) provides data on the net economic impacts of CTP Alternative 1 to Alternative 2; while an overall net increase of 13,000 jobs is projected during the plan period, a net loss of 77,000 jobs between 2026 and 2040 is anticipated. There are no similar economic projections for the third most aggressive alternative. The economic impacts resulting from the actions planned to reduce GHG emissions from the planned transportation system should be clearly and transparently identified and considered. Great care should be exercised in the development of this plan to ensure that necessary strategies are incorporated for a robust and thriving economy through 2040 and beyond.

The CTP focuses primarily on methods to reduce overall vehicle miles traveled (VMT) for purposes of reducing statewide transportation related GHG emissions. Issues related to ensuring mobility, connectivity and economic development as required by California Government Code Sections 65071 (et seq.) appear secondary to the plan objectives. To promote a robust economy and quality of life, the plan must balance statewide goals and objectives to provide for a comprehensive multimodal transportation network well into the future.

2. **Current State Government Efforts to Reduce GHG Emissions**

The CTP places little emphasis on current and planned efforts within the Legislature, Administration, local government and private industry to promote technological improvements underway that will reduce GHG emissions. For example, the CTP does not transparently integrate the California Air Resources Board's (ARB) Low Carbon Fuel Standard, draft Sustainable Freight Initiative, or Greenhouse Gas Reduction Fund (GGRF) strategies despite that these strategies are anticipated to reduce GHG emissions from the transportation sector during the plan period.

3. **Road User Charge**

The draft CTP refers numerous times to a "road user charge" as a method to reduce VMT by increasing vehicle operating costs. SB 1077 (2014, DeSaulnier) provided for a process to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system. The pilot program is intended to identify and evaluate issues related to the potential implementation of a road usage charge program in California. The objective of the road usage charge called for in SB 1077 is not to reduce VMT by increasing vehicle operating costs. The objective of SB 1077 is to explore a road usage charge program as an alternative to the antiquated gas tax structure now in place. Language in the CTP regarding a road user charge and incorrect references to SB 1077 should be revised to reflect current legislative direction.

4. **CTP Implementation**

Funding, including dollars from the Cap and Trade Program, will be a key issue to implement the actions identified in each of the three CTP alternatives. We encourage Caltrans to include an estimate of, and identify a likely source(s) for, the funding necessary to implement each of the

individual actions identified in the alternatives and recommendations chapter of the CTP. We also recommend Caltrans refine and prioritize the individual recommendations contained in Chapter 8, removing any duplication, and clearly identifying the priorities, timeline, practicality, cost, funding source proposed, and implementation responsibility.

To assist in prioritization, we recommend that a focus be placed on proposed actions that are the most feasible, cost effective and expected to achieve the greatest reductions in GHG emissions. Vague and confusing recommendations such as to "avoid projects with high health and environmental costs, such as general land uses" and "develop a tax and fee structure that facilitates an efficient and affordable transportation system consistent with long-term transportation, housing, land use, and resource management plans" should be clarified or removed. Recommendations to streamline the environmental review process and to promote efficient infill housing development and redevelopment opportunities should acknowledge that streamlining the California Environmental Quality Act (CEQA) is extremely difficult and infill housing is costly and prohibitive without incentives and subsidies. We also recommend that greater emphasis be placed on strategies to streamline and reduce costs such as innovative procurement methods and the consolidation of transit agencies for greater efficiency, effectiveness, and customer experience.

5. **Road Capacity Projects**

Road capacity expansion projects, in addition to other project types, must be strategically planned to address California's growing population and promote a robust economy. Further, funding required for road capacity expansion projects must be identified and secured to address population growth, local land use decisions, the need for economic vitality, the safety of motorized and non-motorized public and other factors. Therefore, the Commission believes that statements such as to "avoid projects that add road capacity" and "any transportation projects on the State Highway System or on local streets that are capacity increasing should not be supported for funding" should be removed.

6. **Land Use and Housing**

It is vital the CTP provide for a transportation network that aligns with projections for land use and housing. As recommended to Caltrans on March 5, 2013 in response to the California Interregional Blueprint Interim Report, the Commission continues to recommend the CTP reflect a summarization of the regional efforts to generate forecasted development patterns in adopted regional transportation plans that meet state housing goals; and assess how such efforts influence the configuration of the statewide integrated multimodal transportation system. This is very important since the CTP has the potential to influence and facilitate the achievement of statewide goals pertaining to housing in addition to transportation and air quality. As stated in 2013, the Commission acknowledges this will likely require early and continuous coordination during development of the CTP with the State Department of Housing and Community Development and other agencies and stakeholders.

The CTP is an important and aspirational document, serving to inform future decisions affecting California's quality of life. In an effort to provide ample opportunity for public participation and transparency, the Commission strongly urges Caltrans provide an additional public review process before finalizing the documents. Additionally, since this document will be used to inform fiscally

constrained multimodal regional and state plans, the information presented should be transparent and easily understood by the public. We believe particular care should be exercised in the preparation of this document to ensure information presented is as accurate as possible and we recommend a peer review by industry or other experts be performed, as applicable.

The Commission appreciates the opportunity to provide comments for your consideration. Please contact Susan Bransen, the Commission's Chief Deputy Director, at (916) 654-4245 if you have any questions.

Sincerely,

WILL KEMPTON
Executive Director

c: Commissioners, California Transportation Commission
Secretary Brian P. Kelly, California State Transportation Agency
Katie Benouar, Chief, Caltrans Division of Transportation Planning

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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July 28, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

The California Department of Transportation (Caltrans) would like to thank the California Transportation Commission (Commission) staff for their time and effort in reviewing the March draft of the California Transportation Plan 2040 (CTP 2040) and providing comments toward improving the CTP 2040 document. We have prepared a response to your letter dated June 4, 2015. We look forward to working together in finishing a successful CTP 2040.

1. Economic Impacts

Language in the final draft is being edited to address the Commission's concerns with balancing greenhouse gas (GHG) emission reduction goals with economic and livability goals. The CTP must provide for strategies that achieve a balance among the three E's (Economy, Equity, and Environment) of sustainability. The analysis scenarios were constructed to see to what extent transportation strategies and other actions would be needed to reach GHG targets. The scenarios help identify the order of magnitude of potential reductions from bundles of complementary actions. GHG reductions and economic impacts out to 2040 and beyond are estimates, given current information and tools available. These estimates will be refined and revisited over time.

The final draft of the CTP will further emphasize multi-modal mobility, connectivity of all travel systems, and distinctions between urban and rural future travel. There will also be an emphasis on reductions in vehicle miles of travel (VMT) per capita in the context of growing population and fleet changes/efficiencies that will lead to GHG reductions.

2. Current State Government Efforts to Reduce GHG Emissions

The CTP 2040 Scenarios are built upon the adopted regional transportation plans, assume implementation of the new Low Carbon Fuel Standards, and all current California Air Resources Board programs. The specific reductions to be accomplished are credited toward implementation of these programs. Improved analysis of impacts from implementation of various state programs

will need to be assessed and incorporated in the next CTP. Additionally, Greenhouse Gas Reduction Fund (GGRF) programs specifically intend to reduce GHG emissions and will call for additional analysis once implementation occurs.

3. Road User Charge

We have edited, per your comment, the language in the final draft to appropriately characterize the purpose, content, and direction of Senate Bill 1077, Vehicles: road usage charge pilot program. Distinction will be made between text that describes funding trends, revenue estimates, options for funding the transportation system more sustainably, and what was analyzed to assess drivers to achieve travel behavior changes and GHG emissions reductions. "Road user charge" was a technique used to analyze "pricing strategies" in the model to determine at what levels VMT would shift and by how much. The final draft will more clearly articulate the difference and distance between the funding/revenue trends and the analysis to consider "variable pricing" as a bundle of scenario strategies analyzed. Thank you for helping to clarify this section per your comments.

4. CTP Implementation

The CTP Scenarios were not prepared in the same way Regional Transportation Plans (RTP) scenarios are developed. The CTP is aspirational and unconstrained. The strategies and bundles were constructed with existing data and tools, to reflect transportation strategies that might have some connection to reality, but also to give an order of magnitude of potential reductions. The analysis results inform the recommendations but subsequent actions to implement specific strategies will need to be further analyzed for feasibility, cost-effectiveness, and GHG reduction potential. That is the job of the "action" plans that nest under the CTP (i.e., modal plans, sustainable community strategies, the Interregional Transportation Strategic Plan, smart mobility programs, etc.) as well as policy decision makers such as the Commission, the California State Legislature and administration.

The Recommendations chapter is currently being restructured to remove any duplication, confusing language and streamline the information in a clear and concise way. The Commission's recommended format for this chapter is being considered.

5. Road Capacity Projects

We are editing the CTP to articulate that all projects on all modes will be analyzed in view of the overall goals of the CTP. The word "avoid" will be edited in the final draft. Recommendations will ensure local and regional flexibility to meet future travel demand. The Plan incorporates and states the need for strategic multi-modal investments to address future growth in population and mobility needs. Language will be strengthened to ensure this message is clear.

6. Land Use and Housing

The CTP and the California Statewide Travel Demand Model (CSTDM) is built upon the RTP/Sustainable Communities Strategy (SCS) which reflect the most current land use and housing projections in adopted plans. The resulting travel projections in the CSTDM reflect the anticipated impacts on the statewide travel network from blueprint planning and SCS development from the four largest Metropolitan Planning Organizations. Caltrans will continue to coordinate with the California Department of Housing and Community Development, engage in the State Housing Plan update, and seek strategies and craft recommendations that integrate land use and transportation to foster location efficient mobility as well as housing to meet future population growth and address social equity. Caltrans has been actively involved with the California State Transportation Agency; the Business, Consumer Services, and Housing Agency; and the Strategic Growth Council/Affordable Housing and Sustainable Communities GGRF grants program.

Caltrans appreciates the thorough comments from the Commission. The CTP attempts to present this complex analysis as clearly and transparently possible. Technical appendices are anticipated in the final draft to ensure information is available and well documented. Further, an Executive Summary and other more easily understood products are anticipated to ensure public information that is clear, brief, and supported. The CTP has been developed in an open, transparent process, including a broad cross section of stakeholders, partners, and consulting advisors, in both a policy advisory group and a technical advisory group. The draft CTP was broadly developed and broadly reviewed by stakeholders and the public.

Thank you for taking time to review the CTP 2040. If you have any further questions or concerns regarding the CTP 2040, please contact Katie Benouar, Chief, Division of Transportation Planning, at (916) 653-1818 or katie.benouar@dot.ca.gov.

Sincerely,

MALCOLM DOUGHERTY
Director

c: Brian P. Kelly, Secretary, California State Transportation Agency
Susan Bransen, Chief Deputy Director, California Transportation Commission

4.16

UPDATE ON THE CALIFORNIA TRANSPORTATION PLAN (CTP) 2040

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE AUGUST 27, 2015
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.13
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF THE INTERREGIONAL TRANSPORTATION STRATEGIC PLAN**

ISSUE:

Government Code Section 14524.4 requires the Department to submit to the Commission for approval by June 30, 2015, an interregional transportation strategic plan (ITSP) directed at achieving a high functioning and balanced transportation system.

The Department transmitted the 2015 ITSP to the Commission on June 30, 2015, for approval at the Commission's August 27, 2015 meeting.

RECOMMENDATION:

Staff recommends the Commission approve the ITSP, including permission for the Department to make non-substantive changes to address errors, on the condition that the following changes are made:

- References to the California Transportation Plan should be changed to clearly identify whether the reference is to the current plan or the draft plan that will be completed by December 2015.
- Include an explanation of why the earlier ITSP update did not address new policies that emerged since 1998.
- Include a discussion about Governor's Executive Order B-32-15, regarding freight.
- Include a discussion of the economy under Statewide Planning Considerations, as economic enhancement is a statewide goal.
- Clarify the meaning of system planning.
- Explain how project evaluation criteria will be used when proposing projects for programming and what the criteria are based on.
- Include the Governor's Executive Orders B-30-15 regarding climate change and B-32-15, regarding freight in the project evaluation criteria.

BACKGROUND:

SB 486, Chapter 917, signed by the Governor on September 30, 2014, added Section 14524.4 to the Government Code requiring the Department to submit to the Commission for approval an interregional transportation strategic plan. This plan is to be directed at achieving a high function and balanced transportation system, and be action oriented and pragmatic, considering both the short-term and long-term future, and presenting clear, concise policy guidance to the Department for managing the state's transportation system. The ITSP must inform proposed programming in the Interregional Transportation Improvement Program, an element of the State Transportation Improvement Program.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar, Chief
Division of
Transportation Planning

Subject: **APPROVAL OF THE 2015 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN**

RECOMMENDATION:

The California Department of Transportation's (Department) recommends that the California Transportation Commission approve the 2015 Interregional Transportation Strategic Plan (ITSP) as well as permit the Department authority to make any changes as it relates and addresses non-substantive errors.

BACKGROUND:

The Department prepared the first ITSP in 1998 in response to the passage of Senate Bill (SB) 45 (Kopp, 1997). Senate Bill 45 significantly restructured the State Transportation Improvement Program (STIP), requiring 25 percent of STIP funds be used for projects identified in an Interregional Transportation Improvement Program (ITIP), and 75 percent of STIP funds be used for projects included in Regional Transportation Improvement Programs (RTIP).

The Department last prepared an update to the ITSP in 2013, and the Commission commented on that update in a letter dated March 5, 2013. However since that time, SB 486 (DeSaulnier, 2014), was enacted requiring the Department to prepare and submit the ITSP to the Commission for approval by June 30, 2015.

As required by SB 486, the ITSP is to be directed at achieving a high functioning and balanced interregional transportation system, as well as inform development of the ITIP for programming in the STIP. The ITSP should identify statewide priorities and the criteria to be used in selecting projects for funding.

The 2015 ITSP was developed in coordination with many individuals and agencies over the last year and a half. The coordination included working with internal Department divisions and districts; local and regional agencies; Commission Staff; the California State Transportation Agency; and the public. A draft plan was circulated for public comment in May and June of 2015 and the comments received were integrated into the plan, including the recommendations from the Commission comment letter dated June 2, 2015.

The Final 2015 ITSP is a comprehensive multimodal interregional transportation plan that addresses requirements of recent legislation (Assembly Bill 32, SB 375, and SB 391) and Executive Orders (B-30-15 and B-32-15) and will continue to provide direction for the programming of the ITIP. The 2015 ITSP redefines how we look at the interregional transportation system by analyzing the system through Strategic Interregional Corridors that facilitate multimodal interregional travel that interacts with local regional travel.

10A

TERRI ANDERSEN - Nevada City City Council
NATE BEASON - Nevada County Board of Supervisors
CAROLYN WALLACE DEE - Truckee Town Council
JASON FOUYER - Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA - Member-At-Large
LARRY JOSTES - Member-At-Large (2015 Chairman)
ED SCOFIELD - Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley · Nevada City

Nevada County · Truckee

File: 260.0

June 2, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

Subject: Nevada County Transportation Commission's (NCTC) Comments on the *Draft 2015 Interregional Transportation Strategic Plan* (ITSP).

Thank you for the opportunity to provide comment and voice NCTC's concerns in relation to the recently released *Draft 2015* ITSP.

The NCTC has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in the State Route (SR) 20 and SR 49 priority interregional corridors in Nevada County. The *1998 ITSP* included both State Route SR 20 and SR 49 corridors as "Focus Routes". As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty year period. The improvement of these facilities and continued partnership with Caltrans are a top regional priority in Nevada County.

The development of the *Draft 2015 ITSP* update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors, and proposes what are now called "Strategic Interregional Corridors". The *Draft 2015 ITSP*, in reference to the *1998 ITSP*, states, "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then". The *Draft 2015 ITSP* also states, "A goal of this ITSP is develop a more realistic interregional investment strategy that better match current funding levels and restrictions." The ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of current financial constraints. The omission of the SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the eleven identified Strategic Interregional Corridors in the *Draft 2015 ITSP* is not consistent with previous priorities and does not reflect the interregional importance of these corridors.

It is NCTC's understanding that the development of the *Draft 2015 ITSP* update, and the identification of the Strategic Interregional Corridors, focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation

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planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel is not acceptable.

The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. Additionally, both SR 20 and SR 49 are utilized as emergency detour routes when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where traffic was re-routed onto SR 20 and SR49.

In 2013, the total value of Nevada County's agricultural crop production was $23,206,300. SR 20 and SR 49 are key interregional corridors for transporting Nevada County's fruit and vegetable crops, field crops, nursery products, livestock, apiary, honey, wool products, and timber outside of the region, and provide critical connections to the SR 70, SR 99, Interstate 5, and Interstate 80 gateways.

The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 69% in Nevada County. In addition, the study identifies SR 49 as having a high deficiency for goods movement mobility in the base year, and in the no-build forecast, both SR 20 and SR 49 are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility. Trucks contribute to the congestion in these corridors because they use more capacity per vehicle than automobiles. Improving freight transportation infrastructure and maintaining an efficient transportation system that provides for effective goods movement, allows local businesses to transport goods within Nevada County, and to markets outside of the area. It is important for NCTC and Caltrans to continue to partner in order to deliver improvements that reduce congestion, improve safety, reduce delays, and increase throughput in the SR 20 and SR 49 corridors.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties and is the major interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity, as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inner-City Passenger Rail, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility.

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is also designated as a "Safety Corridor" and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials, with increased enforcement, public awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The funding partnerships between NCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funds, NCTC would not be able to complete the improvements in these key interregional corridors. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. Previous Caltrans investments of approximately $18.7 million of IIP funding and $2.0 million of American Recovery and Reinvestment Act funding in the SR 49 corridor have leveraged approximately $17.5 million of RIP funding, and $6.2 million of Proposition 1B Corridor Mobility Improvement Account funding committed by NCTC.

NCTC, in the 2014 STIP, programmed $3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed $3 million of RIP funds in FY 2017/18 for the Plans, Specifications, and Estimates (PS&E).

In a letter dated September 13, 2013, Caltrans District 3 Director, Jody Jones, indicated that if NCTC maintained investment in the SR 49 corridor and programmed the PA/ED and PS&E in the 2014 Regional Transportation Improvement Program (RTIP), that a Caltrans negotiated amount of IIP contribution toward project development would be forthcoming, in either the 2016 or 2018 STIP cycles, through a slightly larger contribution toward either right-of-way or construction. Partnership with Caltrans is critical to completing the planned improvements in the SR 49 corridor.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Thank you again for providing the opportunity to comment on the Draft 2015 ITSP.

Sincerely,

Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Ms. Lucetta Dunn, Chair
California Transportation Commission

Senator Ted Gaines
First Senate District

Will Kempton, Executive Director
California Transportation Commission

Scott Sauer, Senior Transportation Planner
Caltrans System Planning Branch

260.D

STATE CAPITOL
ROOM 3070
SACRAMENTO, CA 95814
TEL (916) 651-4001
FAX (916) 324-2680

California State Senate

SENATOR
TED GAINES
FIRST SENATE DISTRICT

COMMITTEES
ENVIRONMENTAL QUALITY
VICE CHAIR
INSURANCE
VICE CHAIR
GOVERNMENTAL ORGANIZATION
LEGISLATIVE ETHICS
TRANSPORTATION AND HOUSING

June 1, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Director Dougherty,

I am writing regarding the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP) and urging the California Department of Transportation to include US 395, state route 20 and state route 49 as identified Focus Routes. As a member of the California State Senate, I am aware of the need to prioritize and place transportation funding on projects that provide the highest benefit to our citizens. As recognized by the ITSP, the interregional transportation system must link regions together, urbanized and rural, to ensure a comprehensive transportation system. These corridors are important to that mission.

The 1998 ITSP noted that rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Additionally, recreational travel and tourism are essential to the state and regional economies and are considered in all aspects of transportation planning. In the 1998 ITSP ten "Focus Routes" were identified as corridors of the highest priority for completion to minimum facility standards in the twenty-year period. Completion of the Focus Routes to a minimum facility standard would assure that a statewide trunk system is in place. Focus Routes serve as a system of high-volume primary arteries to which lower volume routes can connect for purposes of longer interregional trips and access into statewide gateways.

State Route 395 was considered one of the four major north-south corridors serving California, providing a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierras. State Routes 20 and 49 were also identified as Focus Routes as they serve the major east/west interregional movement for people and goods across the northern central Valley and link US 101, I-5, Route 99, Route 70 and I-80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to Routes 99 and70. These routes also connect the higher growth Route 49 corridor and Placer County to I-80.

The 2015 ITSP identifies 11 Strategic Interregional Corridors for interregional travel in the State, provides new objectives that are consistent with the state sustainability policies, as well as Caltrans new Mission, Vision, and Goals. However, from the previously identified Focus Routes, US 395, state route 20 and state route 49 have been excluded from Strategic Interregional Corridors. As these corridors continue to be just as important as they were in 1998, I urge that they be re-included. Additionally, in order to preserve the ability of regional agencies to partner with Caltrans and jointly fund projects of interregional merit in the future it is important that these routes be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

TED GAINES
Senator, 1st District

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle,
State Capitol, Suite 2158
Sacramento, CA 94249-0001

California State Senate

SENATOR
JIM NIELSEN
[illegible]

June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

I am writing to support the California Department of Transportation (Caltrans) in its effort to develop an Interregional Transportation Strategic Plan (ITSP), but also to call attention to my concerns that the plan is concentrated on the urban corridors at the expense of our state's rural communities.

I represent Senate District 4, which encompasses the rural counties of Sutter, Yuba, Colusa, Glenn, Butte and Tehama.

The ITSP Vision states that the plan would be the, "backbone for the movement of people and goods throughout California" while the objectives call for access "through all regions of California," and safety, "for all travelers."

What concerns me is the Strategic Interregional Corridors on the draft ITSP do not include two critical corridors in my district, one along Highway 20 east from Williams to the Interstate 80 interchange, and the other being the Highway 99/70 corridor northbound.

The Highway 20 and Highway 70/99 corridors were originally identified as High Emphasis Focus Routes in the 1998 ITSP. These corridors are heavily travelled, often two-lane roads used by local residents, travelers and, especially, the agriculture industry to move products from the fields to the urban highways.

These roads are vital not just to the economy of the area, but to meeting the day-to-day needs of businesses and residents. In order to function safely and efficiently with this broad mix of uses, they must be among the corridors identified as Strategic Interregional Corridors in the draft plan for which public comments are now being accepted.

I am concerned that the emphasis of the draft Interregional Transportation Strategic Plan is squarely on the urban centers without sufficient consideration of the needs of our rural communities, and that puts all people and businesses using those roads at increased risk.

I urge you to please consider identifying the two segments I referenced on the Highway 20 corridor and the Highway 99/70 corridor as Strategic Interregional Corridors.

I appreciate your consideration and look forward to hearing your response. If you have further questions or need additional information, please contact my Roseville District Office at (916) 772-0571.

Sincerely,

Jim Nielsen

JIM NIELSEN
Senator, Fourth District

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FAX (916) 319-2101

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REDDING, CA 96002
(530) 223-6300
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Assemblymember.Dahle@assembly.ca.gov

Assembly
California Legislature

BRIAN DAHLE
ASSEMBLYMAN, FIRST DISTRICT

COMMITTEES
VICE CHAIR, ENVIRONMENTAL SAFETY AND TOXIC MATERIALS
VICE CHAIR NATURAL RESOURCES
PRIVACY AND CONSUMER PROTECTION
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

May 28, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty

The purpose of this letter is to convey comments regarding the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As noted in the draft 2015 ITSP, the connections among regions that are provided by the interregional transportation system enable people living in dense urban areas, working the state's expansive farmlands, or serving the tourist industry in rural mountain communities to participate in California's economy and have access to essential services and opportunities.

The draft 2015 ITSP, states "Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of state transportation funds. Those funding priorities have not changed, however significant statewide policies and goals have emerge since then."

"In 2013, Caltrans finalized the ITSP status update which summarized the accomplishments of the interregional transportation system program in the fifteen years following the passage of SB 45.... The results showed that roughly 32% of the identified state highway deficiencies have been addressed."

If funding priorities have not changed, and only 32% of the identified state highway deficiencies have been addressed, why have interregional routes such as US 395 from Susanville to the Oregon state line, SR 20 from Interstate 80 to US 101, and SR 49 from Auburn to Grass Valley not been included in Strategic Interregional Corridors and therefore are not listed as Priority Interregional Highways?

The deletion of these important interregional highways from the ITSP does not indicate a renewed commitment on the part of Caltrans to work with regional agencies or other transportation partners and appears to be a transportation decision made in isolation, without regard to the economic and transportation of a significant portion of Northern California.

While it is recognized that in the short-term, state funding may be needed for other facilities and modes of transportation, in the long-term, including these interregional routes in Strategic Interregional Corridors will preserve the opportunity for regional agencies to partner with Caltrans to fund future improvements.

Sincerely,

BRIAN DAHLE
Assemblyman, 1st District

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

260.0

STATE CAPITOL
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Assembly
California Legislature

JAMES GALLAGHER
ASSEMBLYMEMBER, THIRD DISTRICT

COMMITTEES
VICE CHAIR: AGRICULTURE
APPROPRIATIONS
ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS
JUDICIARY

June 5, 2015

Malcolm Dougherty, Director
California Department of Transportation
Mail Station MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

I appreciate the opportunity to provide the California Department of Transportation (Caltrans) comments on development of the 2015 Interregional Transportation Strategic Plan (ITSP). I represent the 3rd Assembly District, encompassing Yuba, Sutter, Colusa, Butte, Glenn, and Tehama Counties and offer the following for your consideration.

Since 1988, Caltrans has been working within the 3rd Assembly District to improve State Route 70, State Route 99, and State Route 20. SR 70 and SR 99 are critical to personal vehicle traffic and economic goods transportation up and down the state. SR 20 is critical to personal vehicle traffic and economic goods transportation east and west between Interstate 5 and Interstate 80.

Though I appreciate that SR 70 has been recognized in the ITSP, I am concerned that SR 99 and SR 20 have not been included in the plan. Widening and improving SR 20 and SR 99 is important for safety and the transportation of economic goods. Rural two-lane highways are not safe. The 3rd Assembly District is a major agricultural area of California and during harvest season there are dangerous situations as heavy equipment is transported and truck traffic increases. With insufficient passing lanes on all three state routes, the region is subject to higher fatalities because of head-on collisions.

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Due to this, I believe State Route 99 between Yuba City and Chico and State Route 20 between Interstate 5 and Interstate 80 should be included in the ITSP. We are not asking for funding at this time for SR 99 and SR 20. I simply ask that SR 99 and SR 20, like SR 70, remain eligible for future funding as key components of the ITSP.

Caltrans and the California Transportation Commission (Commission) have made great strides in completing many of the necessary projects along these corridors. I do not believe there would be any negative impact to the ITSP by also including SR 99 and SR 20, rather potential solutions as we move forward. If you have any questions, please contact my Chico District Office at 530-895-4217.

Sincerely,

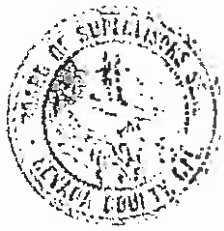
JAMES GALLAGHER
Assemblyman, Third District

Cc:
Amarjeet Benipal
Caltrans District 3
703 B Street
Marysville, CA 95901

Jon Clark
Butte County Association of Governments
Executive Director
2580 Sierra Sunrise Terrace, Suite 100
Chico, CA 95928

Scott M. Lanphier,
Colusa County Transportation Commission
Executive Director
1215 Market Street
Colusa, CA 95932

COUNTY OF NEVADA
STATE OF CALIFORNIA
BOARD OF SUPERVISORS



Nathan H. Beason, 1st District
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Richard Anderson, 5th District

Julie Patterson Hunter, Clerk of the Board

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

The Nevada County Board of Supervisors appreciates the opportunity to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). The 1998 ITSP identified the State Route (SR) 20 and SR 49 corridors as "Focus Routes". As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period. The improvement of these facilities and partnership with Caltrans are a top regional priority in Nevada County.

It is our understanding that the development of the Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and proposes what are now called "Strategic Interregional Corridors". The Draft 2015 ITSP, in reference to the 1998 ITSP, states, "Those funding priorities have not changed, however significant statewide polices and goals have emerged since then". The omission of SR 20 and SR 49 from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is egregious.

Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. SR 20 and SR 49 serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the higher growth SR 49 corridor in Nevada and Placer County to Interstate 80.

The total value of Nevada County's 2013 agricultural crop production was $23,206,300. SR 20 and SR49 are key interregional corridors for transporting Nevada County's fruit and vegetable crops, field crops, nursery products, livestock, apiary, honey, wool products, and timber outside of the region and provide critical connections to the SR 70, SR 99, Interstate 5, and Interstate 80 gateways. All of the goods movement corridors in Nevada County are projected to experience growing levels of congestion.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties and is the key interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inter-City Passenger Rail, at the Auburn Conheim Multimodal Station. SR 49 from Dry Creek Road to south of the McKnight Way Interchange is also designated as a Safety Corridor and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials with increased enforcement, public awareness measures, short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions.

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Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The Nevada County Transportation Commission has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements in these priority interregional corridors. In order to honor the existing partnerships and commitments that have been made with Caltrans and continue to work collaboratively to fund the improvements in these interregional corridors it is critical that SR 20 and SR 49 be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Sincerely,

Ed Scofield, Chair
District 2 Supervisor
Nevada County Board of Supervisors

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
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Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

GRASS VALLEY CITY COUNCIL
125 East Main St., Grass Valley, CA 95945
Robert Richardson, City Manager
Kristi Bashor, City Clerk

Council Members
Jason Fouyer, Mayor
Howard Levine, Vice Mayor
Ben Aguilar
Jan Arbuckle
Lisa Swarthout

June 23, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

The City of Grass Valley is appreciative of the opportunity to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). The City of Grass Valley is the economic hub of western Nevada County. State Routes (SR) 20 and 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley.

SR 20 and SR 49 were identified as "Focus Routes" in the 1998 ITSP and were included as part of the 10 Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period. It is our understanding that the Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and now proposes the priority designation be identified as "Strategic Interregional Corridors". The City of Grass Valley supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the 11 identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is an unwarranted shift from previous priorities.

The interregional state highway system is an integral part of the backbone of the state transportation system providing for not only goods movement, but the movement of people between rural areas and urban centers and providing connections to the interstate system. SR 20 and SR 49 serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. Interregional recreational travel and tourism are also vital to both the state and regional economies and should be considered in all aspects of transportation planning. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety, providing for the reliable movement of people and goods, and are needed to accommodate

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www.cityofgrassvalley.com

current demand and forecasted growth. These routes also provide critical connections to the Interstate 5 and Interstate 80 gateways.

SR 49 plays a key role in providing interregional multi-modal connectivity for the residents of Grass Valley, serving as an interregional public transit corridor that provides connections to Placer County Transit and the Amtrak Capital Corridor Inter-City Passenger Rail, at the Auburn Conheim Multimodal Station. SR 49 from Dry Creek Road to south of the McKnight Way Interchange is also designated as a Safety Corridor and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials with increased enforcement, public awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The planned improvements to the SR 20 and SR 49 interregional corridors address the objectives of both the ITSP and the California Transportation Plan 2040, and merit inclusion in the 2015 ITSP Strategic Interregional Corridors.

Sincerely,

Jason Fouyer, Mayor
City of Grass Valley

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
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Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

City of Nevada City

June 10, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for providing an opportunity for the Nevada City Council to comment on the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP). State Routes (SR) 20 and SR 49 are key interregional corridors providing access to Nevada City. These routes were identified as "Focus Routes" in the 1998 ITSP and were included as part of the ten Interregional Road System (IRRS) corridors of highest priority for completion to minimum facility standards in the twenty year period.

The Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and now proposes the priority designation "Strategic Interregional Corridors". Nevada City supports a multi-modal approach when planning improvements to the IRRS, but the omission of SR 20 and SR 49 from inclusion in the eleven identified priority Strategic Interregional Corridors in the Draft 2015 ITSP is a drastic and unwarranted shift from previous priorities.

Interregional recreational travel and tourism are vital to the economy of the state and Nevada City, and should be considered in all aspects of transportation planning in conjunction with goods movement. Nevada City is a tourism destination and annually hosts numerous events that draw local, regional, national, and international attendance. One such event, the Nevada City Classic is one of America's top cycling events and celebrates its 55th anniversary this year and many of the nation's top cyclists are expected to be on hand. The Nevada City Classic is one of the premiere sporting events in the Sierra foothills, the largest and oldest bike race on the West Coast, and the second-oldest race in the nation. In 2010, 2011, and 2015, Nevada City has hosted stages of the Amgen Tour of California, which is an annual professional cycling stage race on the UCI America Tour and USA Cycling Professional Tour. These events and other events, such as the Nevada City Film Festival, South Yuba River Citizens League Wild and Scenic Environmental Film Festival, Nevada City Summer Nights, and Victorian Christmas are dependent on having safe and reliable access provided by SR 20 and SR 49.

It is crucial that SR 20 and SR 49 be included as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure that partnerships are maintained to fund the identified improvements needed to provide safe and reliable access to Nevada City and play a key role in its economic vitality.

Sincerely,

Terri Andersen, Mayor
Nevada City

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

SIERRA COLLEGE
At Sierra College We Facilitate Learning, Inspire Change and Build Community

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Comments regarding Caltrans Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Since the establishment of the Sierra College Nevada County Campus, our goal has been to facilitate learning, inspire change, and build community. The College continues this mission as it adapts to meet the ever-changing needs of students while also promoting lifelong learning for community members. Sierra College has an outstanding academic reputation, excellent technologies and training programs, and updated facilities, to serve a projected enrollment of over 10,000 credit and noncredit students at this campus location. The Nevada County Campus serves students in Nevada County as well as surrounding counties.

Once students begin their higher education journey at our campus, we find many of them expand their educational opportunities by commuting to the Rocklin campus; therefore, traveling regularly on SR 20 and SR 49. It is with our students in mind that we respectfully ask for your reconsideration to include SR 20 and SR 49 in the Draft 2015 Interregional Transportation Strategic Plan (ITSP). Both SR 20 and SR 49 serve as critical corridors providing for both regional and interregional access to the Sierra College Nevada County Campus. As our enrollment increases it will be important that improvements are constructed in these corridors in order to maintain safe and efficient access for our students as well as our employees.

It is my hope that you will include SR 20 and SR 49 as part of the new priority Strategic Interregional Corridors in the 2015 ITSP to ensure the improvements needed to provide safe and reliable access remain a priority for regional, state, and federal funding sources.

Sincerely,

Stephanie Ortiz

Stephanie Ortiz, Executive Dean
Sierra College Nevada County Campus

NEVADA COUNTY CAMPUS
• 250 Sierra College Drive • Grass Valley CA 95945 • Tel. 530-274-5300 • Fax 530-274-5335 •

Cc:
Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
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Assemblyman Brian Dahle
State Capitol, Suite 2158
Sacramento, CA 94249-0001

Senator Ted Gaines
State Capitol, Room 3070
Sacramento, CA 95814

260.0

EDWARD B. SYLVESTER

California Transportation Commission **June 5, 2015**
1120 N Street MS-52
Sacramento, California
958143
Attn: Will Kempton
Executive Director

Dear Will:

I hope this finds you well and still running!

It has come to my attention the Draft 2015 ITSP has omitted the SR20 corridor(east of Interstate 5 to Interstate 80) and the SR 49 corridor(Grass Valley to Interstate 80) from inclusion in the eleven identified Strategic Interregional Corridors .

As a 16 year member of the Nevada County Transportation Commission and as member and Chairman of the California Transportation Commission I find this omission is not consistent with previous priorities and does not reflect the interregional importance of these corridors.

These two corridors are the lifelines of this area. They provide routes of commerce and commute routes as well as providing alternative routes in emergencies on both 80 and 5.

I am the Vice Chairman of Sierra Nevada Memorial Hospital Board and these routes are of critical importance for our emergency services and their continued improvement means improved safety for our transportation vehicles. We are also the largest private employer in Nevada County with over 800 employees to whom these routes are of critical importance as well.

It would be greatly appreciated if Caltrans would reconsider this proposed action and recognize the work of so many in this region and the NCTC to work with Caltrans to improve these corridors and honor the existing partnerships and commitments that have been made over so many years.

Thank you for any assistance you can provide on this issue, I am at your service to provide any additional background.

Edward B. Sylvester

11552 Northview Drive
Nevada City ,California
95959
530-271-7309
runs4hrs@nccn.net

Dan Landon

From:	Dan Landon <dlandon@nccn.net>
Sent:	Thursday, June 04, 2015 10:53 AM
To:	catherine.bird@sen.ca.gov; cheri.west@asm.ca.gov
Cc:	Benipal, Amarjeet S@DOT (amarjeet.benipal@dot.ca.gov); Dianira Soto (dianira.soto@dot.ca.gov)
Subject:	FW: 2015 Interregional Strategic Plan

Sent: Thursday, June 04, 2015 10:43 AM
To: hq.system.planning@dot.ca.gov
Subject: 2015 Interregional Strategic Plan

Dear Mr. Scott Sauer,

We strongly request that the **State Route 49** segment between Grass Valley and Auburn be included as part of a Strategic Interregional Corridor in the 2015 Interregional Strategic Plan. This designation is consistent with the designation of State Route 49 as an **Interregional Focus Route in the 1998 ITSP and the 2012 ITSP Update.**

For several decades, traffic volume has exceeded design on this SR 49 segment and has resulted in excessive fatalities, injuries, and collisions. In the past 26 years, 2 comprehensive studies have been conducted by Caltrans and the transportation commissions of Nevada and Placer counties to identify and evaluate alternative routes (bypasses) for SR 49 traffic to access I-80. No feasible alternatives were found, and the conclusion of both studies was to make incremental improvements to the existing route.

The inclusion of this SR 49 segment in the 1998 ITSP as a Focus Route enhanced the ability to secure priority and funding to "keep up" with increasing traffic and to reduce the safety hazards and accident statistics in the ensuing years. A partial list of improvements since 1998 includes:

1. Several sections of the 2-lane highway were expanded to 4-lane and many un-signaled encroachments were eliminated.

2. Grants were obtained to increase enforcement on SR 49.

3. Numerous minor projects were executed to add turn lanes and shoulders.

4. Rumble strips were added to the 2-lane sections to help prevent crossover head-on collisions but it has not prevented all of them and they continue to happen.

5. The SR 49 segment was designated a Safety Corridor amidst a major citizen campaign initiated by the group, "Citizens for Highway 49 Safety" to **SAVE LIVES NOW.**

6. With Caltrans leadership, the SR 49 Corridor System Management Plan was developed and is being executed and has had positive results.

But we are not done. Many more improvements are needed, and continuing its designation as a FOCUS ROUTE is vital for SR 49.

While the surge of effort 9 years ago was instrumental in reducing fatalities from as many as 10 per year to an average of about 2 per year, the total number of accidents has increased 54% in the past 7 years. (see accident table)

Year	Fatal	Injury	Property Damage Only	Total
2008	1	23	41	65
2009	3	31	37	71
2010	2	19	43	64
2011	1	39	51	91
2012	2	24	66	92
2013	2	28	74	104
2014	0	33	67	100

Caltrans data
CHP data

When our group started in 2006, **SR49** had an **"F" Rating** and to this date it continues to have an **"F' Rating**. With the amount of traffic and congestion increasing each year the need to **maintain SR49 as a Focus Route** becomes vitally important. **The elimination of SR49 as a FOCUS Route would return us to the 2003 levels of accidents and fatalities.**

Sincerely,
Bruce Jones, Deborah Jones and Chet Krage
"Citizens for Highway 49 Safety"
www.citizensforhighway49safety.com
530-268-9117

June 9, 2015

Tracy Frost, Chief
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Subject: Comments on Draft 2015 Interregional Transportation Strategic Plan Update

Dear Ms. Frost,

I am writing you today to express my concerns related to the Draft 2015 Interregional Transportation Strategic Plan (ITSP). As a former City Council member and Mayor of the City of Grass Valley, as well as former members of the Nevada County Transportation Commission, I am acutely aware of the interregional importance of both State Route (SR) 20 and SR 49.

As a key east/west interregional connection linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80, both SR 20 and SR 49 were considered to be "Focus Routes" of top priority in the 1998 ITSP. These routes however, were not included in the proposed "Strategic Interregional Corridors" designating high priority in the 2015 Draft ITSP. Both the SR 20 and SR 49 interregional corridors address the objectives considered in defining the new Strategic Interregional Corridors in the 2015 Draft ITSP and the goals of the California Transportation Plan 2040, I respectfully request that Caltrans include them in the Strategic Interregional Corridors in the Final 2015 ITSP.

SR 20 and SR 49 are key interregional corridors that provide for the movement of goods and people to and from the region and access to the City of Grass Valley, which serves as the economic hub of the region. The planned improvements in the SR 20 and SR 49 corridors will play a key role in improving safety and providing for the reliable movement of people and goods to and from the region. SR 20 and SR 49 also provide critical connections to the Interstate 5 and Interstate 80 gateways and serve as emergency alternative routes when accidents or other incidents force closures.

I am well of aware of funding constraints at the state and federal level and recognize that funding priorities change from year to year, but I strongly disagree with SR 20 and SR 49 not being included in the priority Strategic Interregional Corridors in the 2015 Draft ITSP. I respectfully request that you consider restoring the priority designation for these important interregional routes and include them in the Strategic Interregional Corridors.

Sincerely,

Linda Stevens

RECEIVED JUN 1 5 2015 260.7

15329 Little Valley Road, No. 56
Grass Valley, CA 95949
Thurs. June 4, 2015

Mr. Scott Sauer
CalTrans System Planning
MS 32
P.O. Box 942874
Sacramento, CA 94274

re: State Route 49 and 20 Strategic Corridor, Nevada County

Dear Sir;

This morning's news broadcast on radio station KNCO, Grass Valley, Nevada City, informed listeners that the above-named Strategic Corridor had been stricken from its position of High Priority in this year's CalTrans System Plan.

It happens that I live immediately adjacent to SR 49, about 5 miles south of Grass Valley, and one-half mile N of the Alta Sierra Drive signal. I'm therefore constantly alert to the nature of the traffic on the Route, its stoppages due to mishaps, and its increases in flow.

Kindly permit me to encourage your re-consideration of the SR 49 & 20 Nevada County prioritization, by highlighting the following several factors.

Especially in winter, SR 49 & 20 become alternate routes of travel when I-80 traffic is closed or hindered due to snowfall or vehicle accident. Westbound automobile and big-rig traffic becomes continuous and non-stop southward on SR 49, heading toward the I-80 junction in Auburn to resume travel to Sacramento, the Central Valley, and San Francisco metropolitan Bay Area cities. The SR 49 & 20 Strategic Corridor is an essential back-up route for the heavy commercial and recreational traffic that usually travels I-80 over the Donner Pass. Many drivers select the route in fair weather as well.

Notwithstanding the numerous local trips upon this Corridor, improvements to the SR 49 & 20 Strategic Corridor primarily benefit traffic with metropolitan destinations. The effects of straightening and widening these arterials provide opportunity for pokey drivers to choose a right-hand lane, and facilitate the movement of through traffic.

You may know that Nevada County has already spent some six millions of taxpayer dollars, on both environmental and engineering work, in order to partner with the State for the necessary improvements to the SR 49 & 20 Strategic Corridor.

In light of that significant investment, and of the greater benefits that will accrue to California urban areas through improvements to these roads, let me urge you to give the SR 49 & 20 Strategic Corridor another look, in recognition that upgrades to California's mountain arterials help to insure the unimpeded flow of life-blood, and hence livelihood, from and to our important population centers in the Golden State.

Respectfully yours,

L.C. Ledemond

cc.: Sen. Gaines
Assem. Dahle
Sup. Scofield
Exec. Director Landon

Sacramento Area
Council of
Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Re: SACOG comments on the Draft 2015 ITSP

Dear Mr. Dougherty,

We appreciate the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Sacramento Area Council of Governments (SACOG) has had a long and successful history partnering with Caltrans and neighboring regional transportation planning agencies to plan and implement important projects along the corridors that link Northern California.

The current version of this plan, the 1998 ITSP, identifies a comprehensive network of priority interregional highways and rail corridors through the SACOG region. Since that plan was adopted, these corridors have been repeatedly endorsed as important interregional corridors in local, regional, and state planning documents.

We are encouraged that the new draft of the ITSP reaffirms the importance of some of these interregional routes through a new designation as a Strategic Interregional Corridor. Both the I-80 and I-5 corridors will remain vital connections across the state, while the identified segments of the intercity rail corridors linking our region to the Bay Area and the Central Valley will serve an increasing share of travel in the future.

Our concern with the draft ITSP is that other important interregional corridors are proposed to be removed from the priority interregional transportation network in the two ITSP geographies that include the SACOG region: the *San Francisco Bay Area – Sacramento – Northern Nevada* region and the *North Coast – Northern Nevada* region. Specifically, our concern is that the following corridors are not priorities in the new draft of the ITSP:

- SR 20 between I-5 to I-80
- SR 49 between Grass Valley and I-80
- SR 99 between the SR 99/SR 70 split and Butte County
- US 50 between Sacramento and the Nevada state line

SACOG recommends that Caltrans add these segments to the 2015 ITSP as strategic interregional corridors. Leaving out these routes is inconsistent with adopted policy documents that demonstrate their importance to moving people and goods across Northern California. These interregional corridors should remain the priorities they were when first identified in the 1998 ITSP.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Among the factors that justify including the identified segments of SR 20, SR 49, SR 99, and US 50 as strategic interregional corridors:

- Freight represents a significant portion of travel along each corridor and each corridor has been endorsed as a priority goods movement route in adopted regional plans or in the recently completed California Freight Mobility Plan (CFMP).
- As population in the communities along these corridors continues to increase, there is the risk of greater friction between passenger and freight vehicles without further investment. Already, many segments of these corridors have greater incidence rates than the statewide average and critical safety improvements are planned.
- The corridors provide unique interregional connections. Only the SR 99 corridor is near a parallel ITSP priority corridor (SR 70). For the other corridors, these routes are the only major interregional route for many miles. For example, the closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento).
- Regional and local agencies have demonstrated a true partnership with Caltrans to help fund prior improvements, but state support through the Interregional Transportation Improvement Program (ITIP) will continue to be needed if long-planned safety and mobility needs are to be completed. Most of these routes connect economically disadvantaged communities with limited local funding options.
- The draft ITSP includes Capital Corridor passenger rail from Auburn to San Jose, a key project to the SACOG region. For interregional travel from Nevada County to Placer County, motorists and local transit service must use SR 20 and SR 49 to reach the Capitol Corridor station in Auburn.

SACOG has shaped our ITSP recommendations through coordination with other regional agencies that include the Colusa County Local Transportation Commission, the El Dorado Transportation Commission, the Nevada County Transportation Commission, and the Placer County Transportation Planning Agency. We look forward to our continued and successful partnership with these partner agencies and Caltrans in realizing the vision of an efficient interregional transportation system that provides vital access and mobility opportunities across California.

We appreciate your consideration of these ITSP recommendations and welcome any questions you may have.

Sincerely,

Matt Carpenter
Director of Transportation Services

260.6

RCRC

RURAL COUNTY REPRESENTATIVES
OF CALIFORNIA

June 2, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Draft Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

On behalf of the Rural County Representatives of California (RCRC), I write to provide comments and voice concerns regarding the Draft Interregional Transportation Strategic Plan (ITSP).

RCRC is an association of thirty-four rural California counties and the RCRC Board of Directors is comprised of elected supervisors from those member counties. Rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective county; and, 2) many supervisors sit as members of local transportation planning agencies where determining and funding projects are prioritized and developed.

The ITSP is a California Department of Transportation (Caltrans) planning document that provides guidance for the identification and prioritization of interregional transportation projects. The initial ITSP was developed in 1998 and a status update was conducted more recently in October 2013. A key component of the initial and subsequent update of the ITSP is the identification of 10 "Focus Routes," which consist of a subset of Interregional Road System (IRRS) routes as identified in Streets and Highways Code Section 164.10 to 164.20, to receive high priority for Interregional Transportation Improvement Program (ITIP) funding. These Focus Routes - combined with certain components of the interstate system - are the backbone of interregional goods movement; support rural economies based on agriculture and recreational tourism; and provide connectivity between rural communities and developed areas of the State.

The Draft 2015 ITSP proposes to eliminate critical segments of Focus Routes in several rural counties through a shift towards newly-identified Strategic Interregional Corridors. Specifically, the Draft 2015 ITSP proposes to eliminate State Routes 20, 49, 198, and 395, which are critical routes that serve the counties of Nevada, Yuba, Sutter, Colusa, Lassen, Modoc, Tulare, Kings, and Fresno, and neighboring counties who use these routes to travel across regions. These Focus Routes, among others, represent the IRRS corridors that were identified as the highest priority for interregional travel and for scheduled upgrades to reach the

1215 K Street, Suite 1650, Sacramento, CA 95814 | www.rcrcnet.org | 916.447.4806 | Fax: 916.448.3154

ALPINE AMADOR BUTTE CALAVERAS COLUSA DEL NORTE EL DORADO GLENN HUMBOLDT IMPERIAL INYO LAKE LASSEN MADERA MARIPOSA MENDOCINO
MERCED MODOC MONO NAPA NEVADA PLACER PLUMAS SAN BENITO SHASTA SIERRA SISKIYOU SUTTER TEHAMA TRINITY TULARE TUOLUMNE YOLO YUBA

"minimum facility concept standard" during the ITSP 20-year planning horizon, which isn't scheduled to sunset until 2033. It's important to note that several of these counties have spent millions of dollars and programmed against future revenues to fund the planning, design, and environmental review requirements anticipating future ITIP awards to upgrade these facilities based on their Focus Route designation. RCRC is concerned that failing to include these routes in the Strategic Interregional Corridors as proposed in the Draft 2015 ITSP will have a tremendous impact on these counties' ability to compete for limited ITIP funding to upgrade these critical IRRS corridors and threatens rural economic opportunities.

It is our understanding that the development of the Draft 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the State and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. RCRC recognizes Caltrans' intention to comply with Senate Bill 486 (DeSaulnier) long-range transportation planning and programming deadlines, but believes that proposing to eliminate critical segments of Focus Routes without comprehensive analysis of interregional travel is a shortsighted approach at capturing regional transportation demands that unduly impacts these rural communities.

Interregional travel is a primary concern for RCRC and our member counties who greatly rely on the interregional transportation system to not only provide rural communities with access to developed areas of the State, but help strengthen our economic competitiveness. RCRC believes that Caltrans should add State Routes 20, 49, 198, and 395 to the list of Strategic Interregional Corridors as proposed in the Draft ITSP so they continue to maintain their high priority status to compete for ITIP funding.

If you should have any questions or concerns with these comments, please feel free to contact me directly at (916) 447-4806.

Sincerely,

Paul A. Smith

PAUL A. SMITH
Senior Legislative Advocate

cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee
Jerry Barton, Chair, Rural Counties Task Force
Lisa Davey-Bates, Chair, North State Super Region

2602

California Rural Counties Task Force

Maura Twomey, Vice Chair
Association of Monterey Bay Area Governments
831 883 3750

Jerry Barton, Chair
El Dorado County Transportation Commission
530 642 5200

Adam Hansen, Secretary
Tehama County Public Works
530 385 1462

June 5, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

Re: Comments on the Draft Interregional Strategic Plan

Dear Mr. Dougherty:

The Rural Counties Task Force (RCTF) represents the 26 Rural Regional Transportation Planning Agencies and Local Transportation Commissions in California that coordinate with local, state, and federal agencies to plan, fund, design, and construct transportation projects that address statewide sustainability and environmental goals. The RCTF was established in 1988 in partnership with the California Transportation Commission to provide a direct opportunity for rural counties to remain involved with changing statewide and federal transportation policies and programs in an advisory role.

The RCTF membership appreciates the opportunity to comment on the 2015 Draft Interregional Strategic Plan (ITSP). Caltrans' System Planning staff have provided updates at our recent meetings and there has been much discussion and concern about this document from the rural perspective.

The development of the Draft 2015 ITSP update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the Interregional Road System (IRRS) corridors, and proposes what are now defined as Strategic Interregional Corridors. The Draft 2015 ITSP, in reference to the 1998 ITSP states; "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then" (Draft ITSP page 2). The Draft 2015 ITSP also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better match current funding levels and restrictions" (Draft ITSP page 7). The RCTF believes the ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of financial constraints. It might be helpful to consider a funding constrained and unconstrained list of projects, similar to those included in Regional Transportation Plans. While we appreciate that the ITSP indicates that "IRRS facilities not identified still hold regional significance for cities, counties, regional agencies and the state, and are still eligible for funding through a variety of sources, including the ITIP" (Draft ITSP page 54). The RCTF member agencies recognize that it is highly unlikely that ITIP funding would be identified for a corridor

that is not included in the ITSP, especially given the aforementioned statements about "current funding levels and restrictions."

It is our understanding that the Draft 2015 ITSP update utilized freight movement as "a surrogate for interregional travel," and, "that each of the state highways contained within the Strategic Interregional Corridors of the ITSP was examined for its annual average truck and automobile volumes with the intent of finding areas that had the greatest freight truck impact" (Draft ITSP Page XIX). This decided emphasis on goods movement data does not capture all of the interregional travel, movement, or long distance non-commute related trips, as defined in the Draft ITSP on page 2.

Many significant non-commute related trips in rural areas are made for the purposes of recreational travel, tourism and market-to-farm agriculture activities. These trips are vital to state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Other interregional trips in the rural areas of California provide access to tribal lands, provide critical support for emergency preparedness, or consist of long distance trips to shopping or other service destinations. The majority of the rural area interregional trips are made in a vehicle, as transit systems and other modal options are largely unavailable.

The RCTF membership recognizes Caltrans' intent to comply with Senate Bill 486 (DeSaulnier) deadlines, but we believe that proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel fails to capture regional transportation demands that impact California's rural communities. A more comprehensive analysis of interregional trips would better contribute to the purpose of the ITSP by ensuring that the plan "evaluates the basic connectivity and accessibility of the interregional transportation system to ensure all major regions in the state can be reliably accessed" (Draft ITSP page 6).

The state transportation system has a tremendous value to the rural areas. In many cases, state highways serve as main streets for rural communities and provide critical links from communities that would otherwise have no alternate route. As noted on page 7 of the 2015 Draft ITSP, rural areas "do not have the population to raise revenues for extensive improvements which will benefit the entire state." We appreciate your consideration of the rural areas of California as you further refine the Draft ITSP and the Strategic Interregional Corridors contained therein.

Sincerely,

Jerry Barton
Chair, RCTF

Cc: Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee
Lisa Davey-Bales, Chair, North State Super Region

2WD

COMMISSIONERS

County of Colusa:
KIM DOLBOW VANN, CHAIR
GARY EVANS
DENISE CARTER

City of Colusa:
TOM REISCHE, VICE-CHAIR
DAVID WOMBLE

City of Williams:
FRANK KENNEDY

COUNTY OF COLUSA
TRANSPORTATION COMMISSION
TRANSIT AGENCY
1215 MARKET ST., COLUSA, CALIFORNIA 95932
TELEPHONE (530) 458-0466 FAX (530) 458-2035
Scott M. Lanphier, PE, CFM, Executive Director

June 8, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

Thank you for the opportunity to provide comment and voice our concerns in relation to the recently released Draft 2015 Interregional Transportation Strategic Plan (ITSP).

The Colusa County Transportation Commission (CCTC) has been a committed partner with Caltrans in the planning, programming, and funding of construction improvements on State Route (SR) 20 as a priority interregional corridor in Colusa County. The 1998 ITSP identified SR 20 as a "Focus Route". As a Focus Route this facility was identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion of minimum facility standards in the twenty year period. The improvement of this facility and continued partnership with Caltrans is a significant regional transportation priority in Colusa County.

The development of the Draft 2015 ITSP update included a shift away from the previous priority route designation of "Focus Routes" to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors and proposes what are now called "Strategic Interregional Corridors". The Draft 2015 ITSP, in reference to the 1998 ITSP, states, "Those funding priorities have not changed, however significant statewide polices and goals have emerged since then." The Draft 2015 ITSP also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better matches current funding levels and restrictions."

The ITSP should be a comprehensive plan for the interregional system and not a plan that is developed on the basis of current financial constraints. *The omission of SR 20 from inclusion in the eleven identified Strategic Interregional Corridors in the Draft 2015 ITSP is inconsistent with previous priorities, and limits the potential for future Interregional Improvement Program (IIP) and Regional Improvement Program (RIP) funding opportunities.*

It is our understanding that the development of the 2015 ITSP update and the identification of the Strategic Interregional Corridors focused only on the analysis of goods movement data and inter-city rail corridors, and did not include an analysis or modeling of travel on the interregional state highway system. Interregional recreational travel and tourism are vital to the state and regional economies and should be considered in all aspects of transportation planning in conjunction with goods movement. Proposing to eliminate critical segments of Focus Routes without a comprehensive analysis of interregional travel and economic impact is not acceptable.

SR 20 serves major east/west interregional movement for people and goods across the northern Central Valley, mainly linking U.S. 101 to Interstate 5, SR 45, SR 70/99 and Interstate 80. This includes all of the economic centers in between such as the cities of Williams and Colusa, the Yuba City /Marysville area, and the Nevada City/Grass Valley area. This route is part of a North state "crossroads," or "hub" for agricultural goods movement in the North Valley. Additionally, SR 20 is utilized as an emergency detour route when Interstate 5 or Interstate 80 are closed for major accidents, wildfires, and construction.

Colusa County's agricultural crop business is highly dependent on connectivity to these main corridors, as SR 20 is a key interregional corridor for transporting Colusa County's product to market. This route provides direct "farm to market" access to I-5, SR 45 and SR 70/99. Failure to recognize the significance of this primary transportation corridor east of I-5 will ultimately inhibit the economic health and future growth of the region.

The funding partnerships between CCTC and Caltrans advance both regional and statewide goals and leverage additional funding. Without the critical partnership of both IIP and RIP funds, CCTC would not be able to complete the improvements in this key interregional corridor. Improvements to SR 20 are significant priorities of the CCTC and will continue to be such for future STIP cycles. Recently, the California Transportation Commission (CTC) allocated nearly $3.5M of joint-agency RIP funds to include improvements on SR 20 just east of I-5, providing ever critical access to current and future commerce in the City of Williams area.

In order to continue to develop and maintain partnerships and commitments with Caltrans and work collaboratively to fund improvements in this priority interregional corridor, *it is critical that SR 20 remain identified as part of the new Strategic Interregional Corridors in the 2015 ITSP.*

If you have any questions, or require any additional information, please do not hesitate to contact me at (530) 458-0466, or via email at slanphier@countyofcolusa.org.

Respectfully,

Scott M. Lanphier, PE, CFM
Executive Director
Colusa County Transportation Commission

Cc:

Scott Sauer
Caltrans System Planning MS 32
P.O. Box 942874
Sacramento, CA 94274

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Assemblyman James Gallagher
State Capitol, Suite 5128
Sacramento, CA 94249

Senator Jim Nielson
State Capitol, Room 2068
Sacramento, CA 95814

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

NEVADA COUNTY TRANSPORTATION COMMISSION
NCTC

Grass Valley • Nevada City

Nevada County • Truckee

File: 260.0

August 13, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Proposed Adoption of the *2015 Interregional Transportation Strategic Plan* (ITSP)

The Nevada County Transportation Commission (NCTC) respectfully requests the CTC take into consideration the facts provided in this letter at its August meeting and include SR 20 and SR 49 in the identified Strategic Interregional Corridors in the adoption of 2015 ITSP.

The NCTC has been a committed partner with Caltrans in the planning, programming, and construction of improvements in the SR 20 and SR 49 corridors in Nevada County. The *1998 ITSP* included both State Route SR 20 and SR 49 corridors as "Focus Routes". As Focus Routes these facilities were identified as part of the ten Interregional Road System (IRRS) corridors of highest priority in the state for completion to minimum facility standards in the twenty year period. All of the Focus Routes with the exception of SR 20, SR 49, SR 198, and SR 395 were included in the proposed Strategic Interregional Corridors. The improvement of SR 20 and SR 49, and the continued partnership with Caltrans, are a top regional priority in Nevada County.

The development of the *Draft 2015 ITSP* update included a shift away from the previous priority route designation of Focus Routes to acknowledge more of a multi-modal approach to planning improvements in the IRRS corridors, and proposes what are now called "Strategic Interregional Corridors". However, when the *Draft 2015 ITSP* was released, NCTC was troubled to learn that SR 20 and SR 49 were not included in any of the proposed Strategic Interregional Corridors. Eighteen comment letters, including the one from NCTC, expressing concerns and arguing the merit of inclusion in the Strategic Interregional Corridors were submitted to Caltrans, but there has been no response received to date.

The *Draft 2015 ITSP*, in reference to the *1998 ITSP*, states, "Those funding priorities have not changed, however significant statewide policies and goals have emerged since then". The omission of the SR 20 corridor (east of Interstate 5 to Interstate 80) and the SR 49 corridor (Grass Valley to Interstate 80), from inclusion in the identified Strategic Interregional Corridors in the *Draft 2015 ITSP* is not consistent with previous priorities and does not reflect the interregional importance of these corridors. The *Draft 2015 ITSP* also states, "A goal of this ITSP is to develop a more realistic interregional investment strategy that better match current funding levels and restrictions." The ITSP should be a comprehensive plan for the interregional

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system and not a plan that is developed on the basis of current financial constraints. NCTC recognizes that funding constraints in the Interregional Improvement Program (IIP) may, in the short-term, direct funding priorities to other corridors, but not including SR 20 and SR 49 in Strategic Interregional Corridors clearly leaves the improvements needed in these corridors with no realistic hope of being completed. Failing to invest in the improvement of these corridors will have a significant negative effect on both the regional and state economy.

The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. SR 44 from Susanville to I-5 at Redding, also a former Focus Route, was included in the North Coast-Northern Nevada Strategic Interregional Corridor. However, the segment of SR 20, east of I-5 to I-80, and SR 49 from SR 20 to I-80, were not included in a strategic corridor, notwithstanding the fact that truck traffic on SR 20 and SR 49 are 4.5 and 3.2 times higher than truck traffic on SR 44.

Additionally, both SR 20 and SR 49 are utilized as Emergency Detour Routes when Interstate 80 is closed for major accidents, wildfires, and construction and are designated to be able to handle STAA and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center indicate that between 2004 and 2014 there were 188 closures of Interstate 80 where truck traffic and passenger vehicles were rerouted onto SR 20 and SR49.

Segments of SR 49 currently operate at Level of Service "F" during peak periods. The *2015 Caltrans District 3 Goods Movement Study* projects that between 2012 and 2032, the vehicle-miles traveled by heavy duty trucks (5+ axle trucks) is forecast to increase 69% in Nevada County. In addition, the study identifies SR 49 as having a high deficiency for goods movement mobility in the base year, and in the no-build forecast, both SR 20 and SR 49 are identified as having high deficiency for goods movement mobility. SR 20, east of the Yuba County/Nevada County border, is identified as a segment of highest priority in Caltrans District 3 for improving goods movement mobility. Improving freight transportation infrastructure and maintaining an efficient transportation system that provides for effective goods movement, allows local businesses to transport goods within Nevada County, and to markets outside of the area. It is important for NCTC and Caltrans to continue to partner in order to deliver improvements that reduce congestion, improve safety, reduce delays, and increase throughput in the SR 20 and SR 49 corridors.

SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties, and is the major interregional state highway connecting to the Interstate 80 gateway. SR 49 also plays a key role in providing interregional multi-modal connectivity, as an interregional public transit corridor providing connections to Placer County Transit and Amtrak Capital Corridor Inner-City Passenger Rail, at the Auburn Conheim Multimodal Station. In addition, completion of the planned improvements in the SR 49 corridor will enhance its existing function as an interregional bicycle facility.

SR 49 from Dry Creek Road in Placer County to south of the McKnight Way Interchange in Nevada County is also designated as a "Safety Corridor" and daylight/headlight section. A Safety Corridor is a segment of highway with potential for fatal and severe collisions that is identified and focused on by the state and local officials, with increased enforcement, public

awareness measures, and short-term and long-term highway improvements in order to reduce and prevent fatal and severe collisions. Improvements in this key corridor will improve safety, reduce congestion, provide multi-modal connections, and assist in achieving attainment of the federal ozone air quality standards, as well as statewide greenhouse gas emission reduction goals.

The funding partnership between NCTC and Caltrans advances both regional and statewide goals and leverages additional funding. Without the critical partnership of both IIP and Regional Improvement Program (RIP) funds, NCTC and Caltrans will not be able to complete the improvements in these key interregional corridors. Improvements in the SR 49 corridor are a top regional priority of the NCTC and will continue to be one of the top priorities in current and future State Transportation Improvement Program (STIP) cycles. Previous Caltrans investments of approximately $20.7 million ($18.7 million of IIP funding and $2.0 million of American Recovery and Reinvestment Act funding) in the SR 49 corridor have leveraged approximately $23.7 million ($17.5 million of RIP funding and $6.2 million of Proposition 1B Corridor Mobility Improvement Account) funding committed by NCTC.

NCTC, in the 2014 STIP, programmed $3 million of RIP funds in FY 2015/16 for Project Approval/Environmental Documentation (PA/ED) for the next phase of widening SR 49, from the northern limits of the SR 49/La Barr Meadows Road Project to the McKnight Way Interchange in Grass Valley; and programmed $3 million of RIP funds in FY 2017/18 for Plans, Specifications, and Estimates (PS&E). Partnership with Caltrans is critical to completing the planned improvements in the SR 49 corridor.

In order to honor the existing partnerships and commitments that have been made with Caltrans, and to continue to work collaboratively to fund the improvements in these priority interregional corridors, it is critical that the SR 20 (east of Interstate 5 to Interstate 80) and SR 49 (Grass Valley to Interstate 80) be included as part of the new Strategic Interregional Corridors in the 2015 ITSP.

Thank you again for your consideration of these important facts.

Sincerely,

Daniel B. Landon
Executive Director

cc: Assemblyman Brian Dahle
First Assembly District

Malcolm Dougherty, Director
California Department of Transportation

Senator Ted Gaines
First Senate District

→ Laurel Janssen

DAVID ALLAN
1st District

PATRICIA CULLINS
2nd District

KATHIE ALVES
3rd District

JAMES WILLS
4th District

GERI BYRNE
5th District

Modoc County
Board of Supervisors

STEPHANIE WELLEMEYER
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June 9, 2015

RECD BY CTC
JUN 16 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Re: MCTC Letter

Mr. Dougherty,

The Modoc County Board of Supervisors recently became aware that the 2015 ITSP draft proposes to delete the segment of US 395 from Susanville to the Oregon State Line, SR 49 from Auburn to Grass Valley and SR 20 from I-80 to I-5 from the Strategic Interregional Corridors and are therefore not listed as Priority Interregional Highways.

The Modoc County Board along with MCTC are in opposition to these actions in the updated ITSP – this corridor is used heavily for interregional farm to market goods and agriculture based commodities into, through and out of Northern California. This proposal lessens the viability of these highways being improved yet further and has negative impacts on struggling economies, without regard to direct discussion with the impacted counties and associations. The deletion of these important interregional highways from the ITSP does not seem to indicate a renewed commitment on the part of Caltrans to work with regional agencies and other transportation partners. This appears to be a transportation decision made in isolation, without regard to the economy, environmental impacts, energy policies, and public health of a significant portion of Northern California. It also disregards the importance of completing the trunk/backbone of the interregional system of California.

Sincerely,

Geri Byrne

Geri Byrne, Vice Chair
Modoc County Board of Supervisors

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Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

June 8, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation (Caltrans)
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

RECD BY CTC
JUN 16 2015

Attn: Katie Benouar, Chief, Division of Transportation Planning

RE: MTC Comments on Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty:

Thank you for the opportunity to comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Metropolitan Transportation Commission (MTC) held a conference call with Caltrans staff to discuss the draft ITSP in early 2015, and are pleased to see a number of MTC's suggestions have been incorporated in the current draft.

As part of our continued partnership with Caltrans on this planning effort, MTC offers the following comments on the Draft 2015 ITSP.

Executive Summary, Page *xx*, and Chapter 5, Page 141

MTC appreciates the state's support of investments in intercity rail corridors such as the Capitol Corridor between San Jose and Auburn. To that end, MTC recommends adding the following project as an example outcome for the strategies identified in the ITSP.

- Increase intercity rail track capacity between Oakland and San Jose to accommodate additional round trip Capitol Corridor service to San Jose. The Capitol Corridor serves the Bay Area to Sacramento/Northern Nevada Strategic Interregional Corridor.

Additionally, we support the ITSP's inclusion of High Speed Rail as a key element of the State's transportation future.

Chapter 1: Background, Page 7

The ITSP should identify future update cycles. For instance, the STIP Guidelines (as proposed by California Transportation Commission) identifies a five-year update cycle for future ITSPs. Since the last ITSP was completed in 1998, with the last status update in 2013, identification of future updates would be helpful for the reader.

Chapter 1: Planning for Operations, Page 15
MTC supports the discussion of Planning for Operations in the ITSP, specifically the strategies identified to "improve the efficient and effective operation of the transportation network." MTC greatly supports the continued investments in maintaining and operating the existing TMS/ITS infrastructure through the SHOPP and ITIP as well as implementing new operational improvements that are cost-effective approaches to relieving traffic congestion. MTC continues to work with Caltrans to match the State's investment with regional dollars to maintain and operate the region's Transportation Management System and to deliver the Freeway Performance Initiative's ramp metering program. MTC strongly encourages Caltrans to examine funding these operational type of projects to improve the Interregional Highway System. Caltrans should also include a discussion of express lanes as another important operational strategy that helps to increase person throughput on a travel lane (while reducing miles traveled, GHG emissions) via more carpoolers and express buses/transit users, along with solo drivers willing to pay for faster, more predictable travel times and reliability.

Chapter 3: California Freight Mobility Plan, Page 44.
This section identifies the Trade Corridors Improvement Fund (TCIF) program as a successful program on which the CFMP builds. While the TCIF program's funding from Proposition 1B is being exhausted, MTC supports the continued use of the TCIF program framework for identifying and programming trade corridor funds to needed improvements. The Legislature extended the program indefinitely under law (SB 1228), highlighting the successes of this program framework.

Chapter 4: Corridor Concepts, San Jose/San Francisco Bay Area – Sacramento – Northern Nevada, Page 59.
The Port of Oakland is the fifth busiest port in the United States, and serves as a major import/export hub between the United States and destinations across Asia. The ITSP should recognize the importance of freight connections to the Port, especially given the high volume of goods moving through California (along the I-80 corridor and Central Valley) to points across the country. Further, as identified in Figure 17 (Capitol Corridor Ridership Numbers), the Capitol Corridor serves as a major intercity rail connection and is the fourth busiest Amtrak corridor in the country, after the Northeast Regional, Acela Express, and Pacific Surfliner. Caltrans should identify potential improvements on this intercity rail corridor, such as increasing daily roundtrips to San Jose – the largest city in Northern California and the third largest city in the State. Along with this discussion, the ITSP should also discuss the strategic separation of passenger rail and freight rail where appropriate and feasible. As freight and passenger volumes increase, there may be substantial benefit to separating these two forms of rail traffic to ensure continued growth and safety in rail transportation.

Finally, the ITSP should recognize local goods movement planning efforts currently under way in the region and around the State. For instance, MTC, together with our partners in Alameda County and Caltrans District 4, is preparing a regional goods movement plan that will coordinate planning among the Bay Area and surrounding regions such as Sacramento and San Joaquin. The ITSP should highlight local and regional planning efforts and coordinate the outcomes with the ITSP.

Chapter 4: Interregional Corridor Concepts

MTC also offers the following comments regarding other specific corridor concepts in the ITSP:

- The ITSP should highlight the substantial investments on the I-80 corridor made using regional bridge toll revenues. Recent improvements include the I-80 Eastbound Cordelia Truck Scales Relocation project and the I-80/I-680/SR-12 Interchange projects in Solano County. Similarly, bridge tolls have also been invested in the Capitol Corridor within the Bay Area. (Page 63)
- A large proportion of freight movement occurs between the Central Valley and the Port of Oakland. The ITSP should also recognize the I-880 and I-238 corridors as important interregional routes alongside I-580, as these highways carry a high volume of truck traffic to and from the Port of Oakland. (Page 75 and 83)
- MTC appreciates the ITSP's highlighting of the SMART passenger rail and pathway project, and suggests noting that ITIP funds could be considered for future phases of the project. (Page 91)
- MTC suggests adding language acknowledging that the Central Coast and San Joaquin Valley East-West corridor also serves interregional traffic originating and terminating in the San Jose/San Francisco Bay Area. Further, the high volume per lane of traffic on SR-152 between Gilroy and SR-156 illustrates the need to upgrade this section of highway from a rural two-lane facility to one that can better serve the increasing traffic of this major east-west interregional corridor. (Page 129)

Thank you for your consideration of MTC's comments to the Draft 2015 ITSP. If you have any questions, please contact Kenneth Kao at (510) 817-5768, or via email at kkao@mtc.ca.gov. We look forward to working with the Department in finalizing the ITSP and identifying priority projects for programming in the Interregional Transportation Improvement Program (ITIP).

Sincerely,

Steve Heminger
Executive Director

Attachments

cc: Bijan Sartipi, Caltrans District 4 Director
Doanh Nguyen, Caltrans District 4 Program Management
Will Kempton, California Transportation Commission Executive Director
Bruce De Terra, Caltrans HQ Transportation Programming
Kurt Scherzinger, Caltrans HQ Transportation Programming

→ Laurel Janssen

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June 8, 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
PO Box 942873, MS-49
Sacramento, CA 94273-0001

RECD BY CTC
JUN 12 2015

Re: Interregional Transportation Strategic Plan 2015

Dear Malcolm,

Thank you for the opportunity to provide input on the development of the Interregional Transportation Strategic Plan (ITSP), which is the Caltrans document that provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). We note that the 2015 ITSP expands the analysis from focusing on ITIP investment in interregional highways and intercity rail to analyzing the entire interregional transportation system regardless of funding source. It is also a statewide reassessment of how Caltrans plans and prioritizes interregional transportation improvements.

The 2015 ITSP identifies Strategic Interregional Corridors, focused mainly on the analysis of goods movement data and inter-city rail corridors, and does not use the statewide travel model to perform an analysis travel on the interregional state transportation system to help determine priorities and investment. Interregional recreational travel and agritourism are also very important to the state and regional economies and should be fully considered in the 2015 ITSP. Tourism is one of the most important "export oriented" industries in California (ranks number two behind micro-electronics and ahead of agriculture & food products). Spending by visitors generates sales in lodging, food services, recreation, transportation, and retail businesses. These sales support jobs for California residents and contribute tax revenues to local and state governments. Travel is especially important in the non-metropolitan areas of the state, where manufacturing and traded services are less prevalent. Although most travel spending and related economic impacts occur within California's primary metropolitan areas, the travel industry is important throughout California. In general, the counties with less total employment have a bigger share of the travel-generated employment. Annually, tourism brings $639 million to El Dorado County's economy. It is estimated that the impact of agriculture to the County of El Dorado's economy totaled approximately $441 million in 2013, of which ranch marketing and value-added products contributed $222 million, and the wine industry an estimated $179 million. These industries are all highly dependent on an efficient and safe interregional transportation system.

We recommend that the ITSP include recommendations of the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study*, funded by a Caltrans Partnership Planning Grant. The study documents the significant interregional travel between the San Francisco Bay Area and Sacramento region and the greater Lake Tahoe region, including El Dorado County. Extensive user surveys and in-depth interviews were conducted in the study target areas of San Francisco, San Jose and Sacramento. Respondents provided specific input on the interregional improvements they see as necessary to improve their travel safety, efficiency, and overall experience.

US Highway 50 and SR 49 serve as the major north/south and east/west corridors for the interregional movement for people and goods through the Sierra Nevada, while linking the Central Valley to Nevada. These interregional routes also provide emergency lifeline access during wildfires, flooding and winter storms. We recognize a primary purpose of the ITSP is to guide the investment to improve the interregional movement of people, vehicles, and goods and support a diverse and vibrant California economy, and believe the US Highway 50 and SR 49 corridors warrant inclusion in the ITSP and continued investment of ITIP funds to yield interregional mobility for the citizens of California.

Sincerely,

Sharon Scherzinger
Executive Director

Cc:

Assemblymember Frank Bigelow, 5th Assembly District
Assemblymember Beth Gaines, 6th Assembly District
Senator Ted Gaines, 1st Senate District
Lucetta Dunn, Chair, California Transportation Commission
Brian Kelly, Secretary, California State Transportation Agency
Will Kempton, Executive Director, California Transportation Commission
Scott Sauer, Branch Chief, California Department of Transportation
Janet Dawson, Chief Consultant, Assembly Transportation Committee
Eric Thronsen, Consultant, Senate Transportation and Housing Committee

→ Laurel Janssen

PLACER COUNTY
TRANSPORTATION
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JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA McADAM
Executive Director

June 4, 2015

RECD BY CTC
JUN 11 2015

Mr. Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273-0001

RE: Comments on the Draft 2015 Interregional Transportation Strategic Plan

Dear Mr. Dougherty,

Thank you for the opportunity to review and comment on the Draft 2015 Interregional Transportation Strategic Plan (ITSP). The Placer County Transportation Planning Agency (PCTPA) has a long history of partnering with Caltrans District 3 on important regional transportation projects, including the recently completed I-80 Capacity and Operational Improvements in the City of Roseville, SR 65 Bypass around the City of Lincoln, and ongoing work to increase the number of passenger rail roundtrips to and from Placer County on the Capital Corridor. Below are comments on both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors included in the Draft 2015 ITSP.

San Francisco Bay Area – Sacramento – Northern Nevada Strategic Interregional Corridor

We look forward to continuing the great partnership between Caltrans, PCTPA, and our seven local agencies, including improving the transportation system for all modes identified in the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor of the Draft 2015 ITSP. This strategic interregional corridor includes the entire length of I-80 in Placer County and the Capital Corridor train passenger service to Roseville, Rocklin, and Auburn. *The Capitol Corridor is currently the third busiest route in the Amtrak system, having carried 1.42 million passengers in Federal Fiscal Year 2014* (Draft 2015 ITSP, Page 40).

The priority for this strategic interregional corridor includes *...focus on a fix-it-first approach with additional highway capacity added only where specifically needed, particularly serving the movement of freight, and expanding the capacity of and frequency of the Capitol Corridor intercity passenger rail services* (Draft 2015 ITSP, Page 64). PCTPA strives to provide a regional transportation system that improves safety and reduces congestion for existing residents and businesses, promotes goods movement, facilitates tourism, and supports economic development. The Draft 2015 ITSP focuses mostly on roadway maintenance and enhancing transit, such as the Capital Corridor, which PCTPA also supports. However, opportunities to partner with Caltrans on operational highway improvements to support goods movement and economic development needs to be added to the statement of priorities

299 Nevada Street • Auburn, CA 95603 • (530) 823-4030 (tel/fax)

Requested Changes to the Draft 2015 ITSP

The 2015 ITSP will be used to improve the interregional transportation system based on several funding sources and by several agencies:

> ***Caltrans continues to renew its commitment with regional agencies and other transportation partners to communicate its approach and vision for the***
>
> ***interregional transportation system*** *and ongoing long-range planning to improve interregional mobility and accessibility for people, goods and services to and throughout the State.* ***Transportation decisions are ineffective when made in isolation;*** *all plans, including the ITSP, must consider a variety of planning considerations such as land-use decisions, the economy, environmental impacts, energy policies, and public health (Draft 2015 ITSP, Page 2).*
>
> ***At the core, the ITSP continues to provide direction on the investment of funding for interregional improvement projects*** *(Draft 2015 ITSP, Page 2).*
>
> *California's sheer geographic size, terrain, and dispersed urbanized areas provide a unique set of challenges in developing a comprehensive interregional transportation system. This leads to vast stretches of* ***interregional transportation facilities traveling through rural areas that do not have the population to raise revenues for extensive improvements, which will benefit the entire State*** *(Draft 2015 ITSP, Page 7).*

PCTPA realizes the lack of available funding, especially in the Interregional Transportation Improvement Program (ITIP), but it seems opportunities for partnership in both the *San Francisco Bay Area – Sacramento – Northern Nevada* and *North Coast – Northern Nevada* strategic interregional corridors will be overlooked without the following changes to the Draft 2015 ITSP:

- Add language (in bold italic below) on page 64 in the statement of priorities paragraph for the *San Francisco Bay Area – Sacramento – Northern Nevada* strategic interregional corridor:

  > ~~Addressing i~~Increased travel demand for commute purposes should be addressed through local and regional agency funding sources ***and*** through increased transit availability and possibly the development of High Occupancy Toll lanes or other managed lane facilities. ***Operational improvements to support goods movement and economic development will be completed through funding partnerships between Caltrans and local agencies.*** The corridor will also be subject to further development of alternative fueling infrastructure such as electric vehicle charging and hydrogen fueling stations.

- Add the segments of SR 20 from I-5 to I-80 and SR 49 from SR 20 to I-80 back into the 2015 ITSP as part of the *North Coast – Northern Nevada* strategic interregional corridor

→ Laurel Janssen

MCTC
MODOC COUNTY
TRANSPORTATION COMMISSION

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Meets First Tuesday of Even Numbered Months at 1:30 p.m.

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County at Large Citizen

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Alternate-Commissioner
County Supervisor III

Cheryl Nelson
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Witherspoon
Systems Manager

Cindy Imbach
Transit Manager

June 1, 2015

RECD BY CTC
JUN 09 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty,

This letter is in response the draft 2015 ITSP that is being circulated for public comment. The draft proposes delete the segment of US 395 from Susanville to the Oregon State Line, SR 49 from Auburn to Grass Valley and SR 20 from I-80 to I-5 from the Strategic Interregional Corridors and are therefore not listed as Priority Interregional Highways.

Page 2 of the Draft 2015 ITSP states: "*Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45 passed in 1997, which altered the priorities and processes for programming and expenditure of state transportation funds. Those funding priorities have not changed, however significant statewide policies and goals have emerged since then.*" If funding priorities have not changed, then why have the above referenced portions of the "Focus Routes" been deleted from the plan? Page 2 of the draft ITSP also states: "*Caltrans continues to renew its commitment with regional agencies and other transportation partners to communicate its approach and vision for the interregional transportation system and ongoing long-range planning to improve interregional mobility and accessibility for people, goods and services to and throughout the State. Transportation decisions are ineffective when made in isolation; all plans, including the ITSP, must consider a variety of planning considerations such as land-use decisions, the economy, environmental impacts, energy policies, and public health.*"

MCTC is opposed to these actions in the updated ITSP – this corridor is used heavily for interregional farm to market goods and agriculture based commodities into, through and out of Northern California. This proposal lessens the viability of these highways being improved yet further and has negative impacts on struggling economies, without regard to direct discussion with the impacted counties and associations. The deletion of these important interregional highways from the ITSP does not seem to indicate a renewed commitment on the part of Caltrans to work with regional agencies and other transportation partners. This appears to be a transportation decision made in isolation, without regard to the economy, environmental impacts, energy policies, and public health of a significant portion of Northern California. It also disregards the importance of completing the trunk/backbone of the interregional system of California.

Regards,

Debbie Pedersen
Executive Director

Copies: (continued on page 2)

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 28

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.12
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Glenn A. Yee, Chief
Division of Business,
Facilities and Security

Subject: **2016 FACILITIES INFRASTRUCTURE PLAN (FIVE YEAR CAPITAL PLAN)**

SUMMARY:

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Transportation's (Department) Draft 2016 Facilities Infrastructure Plan (Facilities Infrastructure Plan) will be transmitted to the California Transportation Commission prior to their August 27, 2015 meeting.

BACKGROUND:

The California Department of Finance issues an annual Budget Letter that specifies requirements and instructions to State departments for submittal of their plans. Only the Department's office facilities are required as part of the Budget Letter process.

In addition to office facilities, the workforce for the Department conducts business in a wide array of other buildings and structures (facilities). These transportation-related facilities include equipment shops, maintenance stations, materials laboratories, and transportation management centers.

The Facilities Infrastructure Plan includes the office facilities reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. The Facilities Infrastructure Plan also provides information pertaining to the Department's transportation-related facilities.

IF YOU ARE VIEWING THIS DOCUMENT ELECTRONICALLY, THE PLAN IS ATTACHED.

OTHERWISE, TO VIEW THE DRAFT 2016 FACILITIES INFRASTRUCTURE PLAN, PLEASE GO TO:
www.catc.ca.gov/meetings/agenda/2015Agenda/2015_08/28_4.12.pdf

DRAFT 6.5

Fiscal Years 2016-17 through 2020-21

Office Buildings, Equipment Shops, Maintenance Facilities, Materials Laboratories, & Transportation Management Centers

CALIFORNIA DEPARTMENT OF TRANSPORTATION

2016 Facilities Infrastructure Plan

District 4, San Francisco/Oakland Bay Bridge Maintenance Complex, Phase I Maintenance Building
Oakland, California

Prepared by:
Division of Business, Facilities and Security
Long Range Facilities Planning
1120 "N" Street, Suite 6301
Sacramento, California
June 2015

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EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

Introduction

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to submit an annual Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Finance (DOF) issues an annual Budget Letter that specifies requirements and instructions to state departments for submittal of their plans. The California Department of Transportation (Caltrans) is required to provide information for office facilities to the DOF.

In addition to office facilities, the Caltrans workforce conducts business in a wide array of other buildings and structures (facilities). These transportation-related facilities include equipment shops, maintenance facilities, materials laboratories, and transportation management centers.

The Caltrans 2016 Facilities Infrastructure Plan (FIP) includes the office facilities reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. It also provides information pertaining to the Caltrans transportation-related facilities.

Facilities Infrastructure Planning and Reporting

In conjunction with the annual DOF reporting requirement, Caltrans is required to present plans and needs for rehabilitation and improvement of office and transportation-related facilities via the State Highway Operations and Protection Program (SHOPP) process.

State Highway Operation and Protection Program

Government Code Section 14526.5 requires Caltrans to prepare a four-year "State Highway Operation and Protection Program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system". The Caltrans SHOPP fulfills this requirement. Office facilities projects and transportation-related facilities projects are included in the SHOPP.

Caltrans is required to submit the SHOPP to the California Transportation Commission (CTC) each even-numbered year. The Commission's review of the SHOPP includes an assessment of the impacts on the State Transportation Improvement Program. The 2014 SHOPP is the most recent four-year program

approved by the CTC. The SHOPP must be transmitted to the Legislature and the Governor.

State Highway Operation and Protection Program Plan

Streets and Highways Code Section 164.6 requires Caltrans to prepare a "10-year plan for the rehabilitation and reconstruction … of all state highways and bridges owned by the state". Caltrans fulfills this requirement through development of the Ten-Year SHOPP Plan. Office facilities projects and transportation-related facilities projects are included in this 10-year plan.

Caltrans is required to submit this plan to the CTC each odd-numbered year. The most recent submittal was the 2015 Ten-Year SHOPP Plan. Both the SHOPP and the Ten-Year SHOPP Plan must be transmitted to the Legislature and the Governor.

Comparison of Facilities Infrastructure Plan and SHOPP

The chart below shows the chronology and fiscal year relationships of one complete cycle for the SHOPP and the FIP.

Chronology and Fiscal Year Relationships: Facilities Infrastructure Plan and SHOPP

		Fiscal Years											
	Approximate Due Date	*2014-15*	*2015-16*	*2016-17*	*2017-18*	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*
2014 Four-Year SHOPP	Jan 2014		4-Year Plan										
2015 Facilities Infrastructure Plan	Sept 2014			5-Year Plan									
2015 Ten-Year SHOPP Plan	Jan 2015						10-Year Plan						
2016 Facilities Infrastructure Plan	Sept 2015				5-Year Plan								

Facilities Infrastructure Plan Summary

The Facilities Infrastructure Plan (FIP) is comprised of four chapters. The first two chapters meet the DOF requirements for the state's Five-Year Capital Outlay Infrastructure Plan. Caltrans presents additional information in Chapters 3 and 4 that are not part of the DOF reporting requirements. Chapter 3 of the FIP focuses on transportation-related facilities that the CTC approves through the SHOPP. Chapter 4 provides an overview of Caltrans' facility resource conservation efforts.

The FIP identifies $257.3 million in construction cost during the five-year plan period, with a $0.3 million land acquisition cost for unprogrammed needs. Associated capital outlay support costs (e.g., engineering and right of way acquisition staff) for these projects are $82.4 million. The total estimated cost for the projects included in the FIP as unprogrammed needs are $340.0 million. A summary of these costs is presented in the chart below.

Projected Facilities Infrasructure Needs Construction, Land, Capital, and Support

Fiscal Years 2016-17 through 2020-21

PROGRAMMED IN 2014 SHOPP	2014 SHOPP Fiscal Years		2016 Facilities Infrastructure Plan Fiscal Years					
Location/Descriptions	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
Office Buildings	$0	$0	$0	$0	$0	$0	$0	**$0**
Equipment Shops	$0	$3,069,000	$0	$0	$0	$0	$0	**$0**
Maintenance Facilities	$12,100,000	$1,800,000	$0	$0	$0	$0	$0	**$0**
Materials Laboratories	$0	$0	$0	$0	$0	$0	$0	**$0**
Transportation Management Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	**$12,100,000**	**$4,869,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Land	$370,000	$19,000	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$12,470,000	$4,888,000	$0	$0	$0	$0	$0	**$0**
Support *	$6,941,000	$2,135,000	$0	$0	$0	$0	$0	**$0**
	$0							
Grand Total	$19,411,000	$7,023,000	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS								
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
Office Buildings	$0	$0	$0	$0	$0	$0	$0	**$0**
Equipment Shops	$0	$0	$24,500,000	$5,000,000	$25,463,000	$60,000,000	$7,200,000	$122,163,000
Maintenance Facilities	$0	$0	$43,500,000	$29,100,000	$20,500,000	$33,000,000	$9,000,000	$135,100,000
Materials Laboratories	$0	$0	$0	$0	$0	$0	$0	**$0**
Transportation Maintenance Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	$0	$0	**$68,000,000**	**$34,100,000**	**$45,963,000**	**$93,000,000**	**$16,200,000**	**$257,263,000**
Land	$0	$0	$0	$0	$300,000	$0	$0	**$300,000**
Sub-total (Capital)	$0	$0	$68,000,000	$34,100,000	$46,263,000	$93,000,000	$16,200,000	**$257,563,000**
Support *	$0	$0	$21,760,000	$10,912,000	$14,804,160	$29,760,000	$5,184,000	**$82,420,160**
Grand Total	$0	$0	$89,760,000	$45,012,000	$61,067,160	$122,760,000	$21,384,000	$339,983,160

Notes:

* Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

The first two years of the 2016 FIP coincide with the last two years of the 2014 Four-Year SHOPP (refer to the chart on page vi). The 2014 Four-Year SHOPP includes an average annual cost (construction cost) of $4.3 million and the 2016 FIP includes no average annual (construction cost) for programmed projects. The chart below presents a comparison by facility type of the average annual construction cost for the 2014 Four-Year SHOPP and 2016 FIP. Transportation Management Centers (TMCs) are not included in the Facilities Improvement Category of the SHOPP; those projects are included with the Mobility Program. Commencing in the last two years of the 2016 SHOPP (FY 2018-19 and 2019-20) and as noted in SHOPP Decision Document 2015-1, the SHOPP will allocate an average of $10 million to transportation-related facilities on an annual basis[1]; The allocation will be reflected in the 2017 FIP cycle.

Average Annual Construction Cost Comparison
2016 Facilities Infrastructure Plan and 2014 SHOPP

(Dollars in millions)

Facility Type	2014 SHOPP	2016 FIP
Office Facilities	0.0	0.0
Equipment Facilities	0.8	0.0
Maintenance Facilities	3.5	0.0
Materials Laboratories	0.0	0.0
Totals:	**4.3**	**0.0**

Notes:
1) The "Annual Averages" do not include land acquisition or support cost.
2) The "Totals" do not include Transportation Management Centers.

[1] SHOPP allocation amount of $10 million is comprised of capital and support costs. The Transportation-Related Facilities includes TMCs.

CHAPTER 1

DEPARTMENT OVERVIEW

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INTRODUCTION

This chapter provides a summary of the California Department of Transportation (Caltrans). It illustrates Caltrans structure, including its hierarchy within the state government and its district organization. It provides general budget and program information as well as the facilities of Caltrans workforce.

Structure

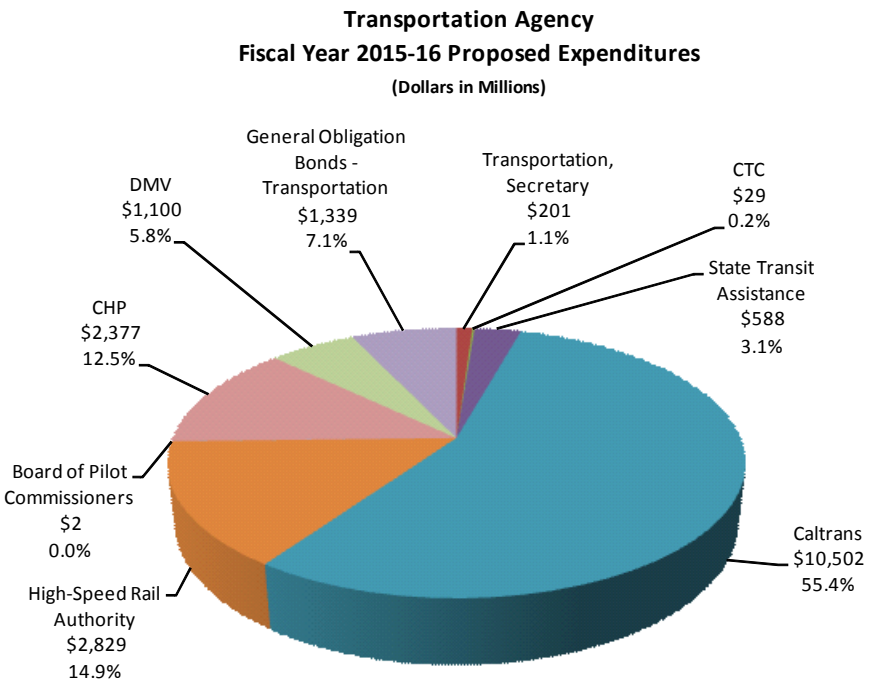
Transportation Agency

The Transportation Agency, established as part of the Governor's 2012 Reorganization Plan, became effective on July 1, 2013. The mission of the Transportation Agency is to develop and coordinate the policies and programs of the state's transportation entities to achieve the state's mobility, safety and air quality objectives from its transportation system. The Agency oversees and coordinates the activities of the Departments of the California Highway Patrol (CHP), Motor Vehicles (DMV), and Caltrans; and the following boards and commissions: the High-Speed Rail Authority, the California Transportation Commission (CTC), and the Board of Pilot Commissioners. The Office of Traffic Safety is a program within the Office of the Secretary of Transportation.

The Governor's Proposed Budget for Fiscal Year 2015-16 allocates approximately 55% of the Transportation Agency budget to Caltrans, as shown in the table below and figure on the following page.

Transportation Agency
Fiscal Year 2015-16 Proposed Expenditures
(Dollars in Millions)

Department	Proposed Expenditures	Percent of Total
Transportation, Secretary	$ 201	1.1%
California Transportation Commission (CTC)	$ 29	0.2%
State Transit Assistance	$ 588	3.1%
Caltrans	$ 10,502	55.4%
High-Speed Rail Authority	$ 2,829	14.9%
Board of Pilot Commissioners	$ 2	0.0%
California Highway Patrol (CHP)	$ 2,377	12.5%
Department of Motor Vehicles (DMV)	$ 1,100	5.8%
General Obligation Bonds - Transportation	$ 1,339	7.1%
Total	**$ 18,968**	**100%**



California Department of Transportation

Caltrans has almost 20,000 employees and a budget of $10.5 billion. Caltrans designs and oversees the construction of state highways, operates and maintains the highway system, funds three intercity passenger rail routes, and provides funding for local transportation projects. Caltrans maintains approximately 50,000 road and highway lane miles and approximately 13,000 bridges and other structures, providing transportation access to every region of the State. The largest sources of funding for transportation projects are excise taxes paid on fuel consumption, federal funds also derived from fuel taxes, and weight fees on trucks.

Program Descriptions[1]

Caltrans identifies six programs that relate to staff. The programs are: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and Equipment. The table below identifies the programs, their respective code, and number of proposed positions for Fiscal Year 2015-2016. The following is a description of each of the programs listed numerically, by their program code.

Governor's Proposed Budget
Fiscal Year 2015-16

Code	Program	FY 2015-16 Positions
10	Aeronautics	24.0
20	Highway Transportation	16,398.6
30	Mass Transportation	106.4
40	Transportation Planning	698.4
50	Administration	1,574.5
60	Equipment	634.6
	Total Proposed Positions:	**19,436.5**

[1] Source: Citation taken from the California Department of Finance, Proposed Governor's Budget for Fiscal Year 2015-16.

10 AERONAUTICS

The Division of Aeronautics supports California's aviation activities by promoting safe and effective use of existing airports and heliports. This program ensures that airports and heliports comply with safety regulations, provides engineering and financial assistance for safety and infrastructure improvements. Financial assistance is provided through state-matching funds for the federal aviation grant program. In addition, the division maintains California's Aviation System Plan to reflect changes in aviation network, provides guidance for land use compatibility in areas around airports, administers airport noise standards regulations, enhances goods movement to and from airports through improved ground access, and promotes and maintains aviation safety.

20 HIGHWAY TRANSPORTATION

The Highway Transportation Program operates, maintains, and continues development of California's state highways. Development and delivery of capital projects make up the largest portion of these efforts. The program also meets its objectives through: (1) coordination and control required by federal and state law for implementing transportation projects, (2) furnishing assistance to city and county transportation programs, and (3) management of traffic through a system of monitoring, analysis, and control. In addition, this program strives to improve highway travel, safety, and the environment through testing, research, and technology development.

30 MASS TRANSPORTATION

The objective of the Mass Transportation Program is to support the state's transportation system by providing leadership in the implementation of safe, effective public transportation, improved air quality, and environmental protection. The program achieves its objective through: (1) the administration of intercity rail service in California, including capital projects and rail car management, (2) management of state and federal capital and operations grant programs, (3) planning, support, and coordination of mass transportation services, and (4) administering the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act). Additionally, the Mass Transportation Program serves to: (1) improve intercity bus passenger service through enhanced services and facilities, (2) improve public transportation needs for all persons, including the elderly, the disabled, and the economically-disadvantaged, (3) improve urban/commuter rail services, and (4) enhance mobility in congested corridors.

40 TRANSPORTATION PLANNING

The Transportation Planning Program implements statewide transportation policy through coordination at the local and regional levels and develops transportation plans and projects. Caltrans prepares the long-range state transportation plan required by state and federal law and provides long-range transportation system planning and transportation planning studies as input to the regional transportation plans, the State Transportation Improvement Program (STIP), and departmental policies and programs such as Goods Movement, Climate Action, and Regional Blueprint Planning. Caltrans also prepares the Interregional Transportation Strategic Plan, which guides investment of the Interregional Improvement Program funds in the STIP.

50 ADMINISTRATION

The Administration Program provides the functions required to support the programmatic responsibilities of the Department. Major activities include accounting, budgeting, auditing, office facility operations and management, information technology, and a wide range of administrative services including human resources, procurement and contracting, training, workforce planning, and labor relations.

60 EQUIPMENT

The Equipment Program provides mobile fleet equipment and services to other departmental programs through: (1) purchasing new vehicles, (2) receiving, servicing, and equipping new units, (3) assembling equipment components into completed units, (4) managing the fleet, (5) repairing and maintaining the fleet, including payments for fuel and insurance, and (6) disposing of used vehicles.

Caltrans Districts

Caltrans is comprised of 12 districts, each under the leadership of a District Director. The district boundaries and a listing of the counties within each district are shown below. District headquarters offices are located in the cities of Eureka, Redding, Marysville, Oakland, San Luis Obispo, Fresno, Los Angeles, San Bernardino, Bishop, Stockton, San Diego and Irvine. The Caltrans Headquarters office is located in Sacramento.

DISTRICT 1
1656 Union Street
Eureka
Del Norte
Humboldt
Lake
Mendocino

DISTRICT 2
1657 Riverside Drive
Redding
Lassen
Modoc
Plumas
Shasta
Siskiyou
Tehama
Trinity

DISTRICT 3
703 B Street
Marysville
Butte
Colusa
El Dorado
Glenn
Nevada
Placer
Sacramento
Sierra
Sutter
Yolo
Yuba

DISTRICT 4
111 Grand Avenue
Oakland
Alameda
Contra Costa
Marin
Napa
San Francisco
San Mateo
Santa Clara
Solano
Sonoma

DISTRICT 5
50 Higuera Street
San Luis Obispo
Monterey
San Benito
San Luis Obispo
Santa Barbara
Santa Cruz

DISTRICT 6
1352 West Olive Avenue
Fresno
Fresno
Kern
Kings
Madera
Tulare

DISTRICT 7
100 South Main Street
Los Angeles
Los Angeles
Ventura

DISTRICT 8
464 West Fourth Street
San Bernardino
Riverside
San Bernardino

DISTRICT 9
500 South Main Street
Bishop
Inyo
Mono

DISTRICT 10
1976 East Dr. Martin Luther King Jr. Blvd.
Stockton
Alpine
Amador
Calaveras
Mariposa
Merced
San Joaquin
Stanislaus
Tuolumne

DISTRICT 11
4050 Taylor Street
San Diego
Imperial
San Diego

DISTRICT 12
3337 – 3347 Michelson Drive
Irvine
Orange

Future Space Needs

Future space needs are driven, in part, by population. Population generates traffic that creates the need for highways and their associated planning, operations, and maintenance, which produces the need to house staff performing those respective activities. Caltrans houses employees in a wide array of facilities: maintenance stations, equipment shops, office buildings, material laboratories, and transportation management centers. Determining where the need exists for future facilities depends in part on those areas of the state with the greatest projected population increase. The California counties with the greatest population increases are located within Caltrans districts of Oakland, San Bernardino, Fresno, and Los Angeles. This is based on projected statewide population increases provided by the California Department of Finance (DOF) report on State and County Population Projections. The table below ranks Caltrans' districts by the greatest population increases through year 2060.

District Population Projections
Years 2010 through 2060

District Number and Name		District Population Year 2010	District Population Year 2060	Numeric Increase [1/]	Percentage Increase [1/]
1	Eureka	318,024	358,518	11	10
2	Redding	365,140	428,460	10	8
3	Marysville	2,694,731	4,059,999	5	4
4	Oakland	7,167,034	10,178,649	1	5
5	San Luis Obispo	1,429,531	1,811,448	9	7
6	Fresno	2,528,766	4,725,127	3	1
7	Los Angeles	10,649,387	12,493,197	4	9
8	San Bernardino	4,233,973	6,869,005	2	3
9	Bishop	33,161	36,363	12	12
10	Stockton	1,618,750	2,831,298	6	2
11	San Diego	3,288,485	4,407,333	7	6
12	Irvine	3,014,996	3,464,374	8	10
	California	**37,341,978**	**51,663,771** [2/]		

[1/] Data Source: California Department of Finance's Bienniel Report on State & County population, December 2014

[2/] Minor Variation Due to Rounding

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CHAPTER 2

OFFICE FACILITIES

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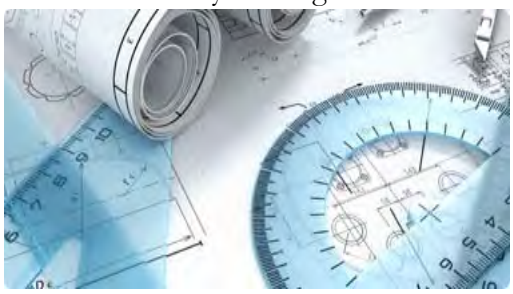
INTRODUCTION

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget beginning in January 2002. The Statute requires state departments to submit a Five-Year Capital Outlay Infrastructure Plan (Plan), Capital Outlay Budget Change Proposals (COBCPs), and Capital Outlay Concept Papers (COCPs) for major capital outlay projects proposed for inclusion in the Governor's Budget. The Plan must include all COBCPs and COCPs for the five-year planning horizon from Fiscal Years 2016-17 through 2020-21. Only the California Department of Transportation's (Caltrans) office facilities require COBCPs or COCPs and therefore, are required as part of the process.

REQUIREMENTS

The California Department of Finance (DOF) issues an annual Budget Letter requiring Caltrans to identify existing office facilities infrastructure, including their deficiencies, and the net need for the infrastructure. The general DOF Budget Letter requirements are found in this chapter. Those reporting requirements include a description of Caltrans' office building infrastructure, the projects needed to correct office building deficiencies, a linkage to the prior year's plan, and a summary of office building projects currently in progress.



INFRASTRUCTURE DESCRIPTION

Caltrans occupies 13 office buildings, 12 state-owned and one leased. Five of Caltrans' 12 state-owned buildings are less than 25 years of age. Their location and the year of their construction completion are as follows: Oakland, 1991; San Bernardino, 1997; Los Angeles, 2004; San Diego, 2006; and Marysville, 2010.

There are seven state-owned office facilities that are at least 50 years of age. Caltrans worked with the California Department of General Services (DGS) to obtain facility and infrastructure studies that evaluated the condition of the existing building(s) and if necessary, the feasibiltiy of replacing the structure(s). A list of facility studies that identifies specific inadequacies of Caltrans' office building inventory may be found in the Appendix, Exhibit 2.

District 7 Headquarters Office Building
Los Angeles, California

State and District Headquarters Office Buildings

	District	Address	Year Built
1	Eureka	1656 Union Street	1953
2	Redding	1657 Riverside Drive	1953
3	Marysville	703 B Street	2010
4	Oakland	111 Grand Avenue	1991
5	San Luis Obispo	50 Higuera Street	1955
6	Fresno	1352 West Olive Street	1958
7	Los Angeles	100 Main Street	2004
8	San Bernardino	464 West 4th Street	1997
9	Bishop	500 South Main Street	1954
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd.	1955
11	San Diego	4050 Taylor Street	2006
12	Irvine	3337-3347 Michelson Drive [1/]	NA
HQ	Sacramento	1120 N Street	1936

[1/] The District 12 office building is a leased facility.

In general, the studies found that many of the buildings are functionally obsolete, energy inefficient, expensive to maintain. Mechanical systems, elevators and ventilation, heating and air conditioning; electrical; and plumbing carry relatively high on-going maintenance and upgrade cost. The buildings' space is inefficient because they contain numerous columns, wide corridors, and offices that may be reconfigured as cubical space. The table to the left lists Caltrans' office buildings and the respective year of construction.

Caltrans occupies approximately 3.0 million net square feet of office space among its districts and Headquarters (Sacramento). The amount of office space in each district is depicted in the table below. A listing of Caltrans' office space inventory is shown in the Appendix, Exhibit 3.

Caltrans continues to take steps to improve facility management of its state-owned facilities. In an effort to optimize the use and occupancy of existing state-owned facilities and leased office space, Caltrans evaluates office space needs and consolidates staff from leased facilities into state-owned building and/or reduces leased office space, whenever possible. The District 4 Oakland Headquarters office building was restacked to maximize state owned office space that resulted in a decrease of leased space in early 2015 for the District. In addition, the District 12 Irvine Headquarters is to be re-stacked and staff consolidated to reduce leased office space.

Leased and Owned Office Space

Department Summary by District

District		Owned (Gross SF)	Owned (Net SF)	Leased	Total (Net + Leased)
1	Eureka	91,456	63,789	0	63,789
2	Redding	47,851	32,666	47,027	79,693
3	Marysville	230,000	160,444	6,260	166,704
4	Oakland	764,742	525,119	0	525,119
5	San Luis Obispo	41,700	27,690	52,683	80,373
6	Fresno	78,000	56,935	149,348	206,283
7	Los Angeles	716,200	355,854	487	356,341
8	San Bernardino	336,000	167,347	0	167,347
9	Bishop	37,496	25,847	0	25,847
10	Stockton	90,174	61,460	0	61,460
11	San Diego	301,000	221,447	0	221,447
12	Irvine	0	0	151,453	151,453
RO	Regional Offices	0	0	8,950	8,950
HQ	State Headquarters	506,735	392,002	501,445	893,447
	Statewide Total:	**3,241,354**	**2,090,600**	**917,653**	**3,008,253**

PROJECT

There are no office building projects proposed for the 2016 Facilities Infrastructure Plan (FIP).

LINKAGE WITH PREVIOUS PLAN

In the 2015 FIP, both the Eureka District Office Building (District 1) Critical Infrastructure Deficiencies Project and the Oakland District Office Building (District 4) Replace Fire Alarm System were reported. The 2016 FIP reports both of these projects still in progress.

SUMMARY OF PROJECTS IN PROGRESS

Caltrans has two office facility projects currently in progress. The project description, status, estimated completion date, and funding levels for the two office facility projects are shown below.

Project:
Eureka District Office Building (District 1) Critical Infrastructure Deficiencies

Description:
Fire, Life Safety corrections and infrastructure upgrade to an 80,800 gsf office building.

Original Budget: $ 10,098,000 [1/]
Current Overage: $ 1,876,195

Status:
Planning phase completed.
Working drawings phase completed.
Construction phase underway.

Estimated Completion Date:
Fiscal Year 2015-16

Funding:

Cost	Phase
$ 695,000	Preliminary Planning
$ 678,000	Working Drawings
$ 8,716,000	Construction
$ 432,873	First Augmentation[2/]
$ 443,322	Second Augmentation
$ 195,000	Third Augmentation[3/]
$ 534,000	Fourth Augmentation
$ 271,000	Fifth Augmentation[4/]
$11,965,195	Total

District 1 Headquarters
1656 Union Street, Eureka

Notes:

1. Based on Budget Year 2011-12 COBCP for Eureka (District 1) Fire, Life Safety and Infrastructure Repairs
2. The Eureka District Office Building began the construction phase in October 2012. The first augmentation occurred in August 2012 and was necessary due to the construction costs being higher than orignally estimated by the California Department of General Services (DGS). The second augmentation occurred in December 2013. Per DGS, the augmentation was necessary due to unforseen conditions and to maintain an adequate contingency. Also, according to the DGS the estimated completion date has been delayed from Fiscal Year 2013-14 to 2014-15.

3. The third and fourth augmentations occurred in August 2014 and September 2014 respectively. Per DGS, these augmentations were required due to additional increases in unforeseen conditions, State Fire Marshal (SFM) deficiency notices and delays in the project schedule.
4. The fifth augmentation provides necessary funding to address further correction notices issued by the SFM, as well as unforeseen support costs incurred in the final stages of the project. These cost drivers have also generated an increased demand for DGS Inspectors, design services, SFM review, DGS project management services and have extended the project schedule. Resulting in increased costs to both the general contractor and associated project overhead costs. DGS anticipates the project will be completed in Fiscal Year (2015/16).

Project:
District 4 – Replace Fire Alarm System

Description:
Fire, Life Safety corrections to a 525,000 gsf office building.

Status:
This is an emergency project to correct Fire, Life Safety deficiencies in the District 4 Headquarters Office Building. Construction phase near completion.

Estimated Completion Date:
Fiscal Year 2015-16

Funding:

Cost	*Phase*
$ 0	Phase 1 – Plans, Specification and Estimates
$ 0	Phase 2 – Right-Of-Way Support
$ 700,000	Phase 3 – Construction Support
$ 6,700,000	Phase 4 – Construction Capital
$ 7,400,000	Total

District 4 Headquarters
111 Grand Avenue, Oakland

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CHAPTER 3

TRANSPORTATION-RELATED FACILITIES

- Equipment Shops
- Maintenance Facilities
- Materials Laboratories
- Transportation Management Centers

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INTRODUCTION

This chapter provides transportation-related facility information for the 2016 Facilities Infrastructure Plan (FIP). These projects are approved by the California Transportation Commission (CTC) as part of the State Highway Operations and Protection Program (SHOPP) and funded through enactment of the annual state budget.

The SHOPP is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system. All facility-related infrastructure projects are programmed in the SHOPP with the exception of the construction phase of major office facility projects that are typically financed with bonds and not programmed in the SHOPP.

The 2014 SHOPP spans Fiscal Years 2014-15 through 2017-18. The facility projects included in the final two years of the 2014 SHOPP (i.e., 2016-17 and 2017-18) are also included in the 2016 FIP. The table below illustrates the chronology and fiscal year relationships of one complete cycle for the FIP and the SHOPP.

Chronology and Fiscal Year Relationships: Facilities Infrastructure Plan and SHOPP

		Fiscal Years											
	Approximate Due Date	*2014-15*	*2015-16*	*2016-17*	*2017-18*	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*
2014 Four-Year SHOPP	Jan 2014		4-Year Plan										
2015 Facilities Infrastructure Plan	Sept 2014			5-Year Plan									
2015 Ten-Year SHOPP	Jan 2015						10-Year Plan						
2016 Facilities Infrastructure Plan	Sept 2015				5-Year Plan								

Infrastructure Description

The California Department of Transportation (Caltrans) transportation-related facilities include approximately 441 sites consisting of approximately 4,000,000 square feet of equipment shops, maintenance facilities, materials laboratories, and transportation management centers, as displayed below.

Summary
Transportation-Related Facilities

Facility Type	Square Feet	Number of Sites
Equipment Shops	666,561	26
Maintenance Facilities	2,742,000	391
Materials Laboratories [1/]	312,093	11
Transportation Management Centers	265,685	13
Total	**3,986,339**	**441**

[1/] Chart only reflects Category I (Program Laboratories) and Category II (Main District Materials Engineering Testing Laboratories). The Field Construction Laboratories (113 sites) are not included in the figures in the table.

SHOPP Decision Document - 'Single Point of Contact for Transportation-Related Facilities'

In May 2015 an important step was taken to improve Caltrans' facility management and address the magnitude of facility needs. SHOPP Decision Document 2015-1 'Single Point of Contact for Transportation-Related Facilities' was approved, identifying a single point of contact for transportation-related facilities in the SHOPP and setting aside an average allocation of $10 million annually[1] for transportation-related facilities. The Decision Document will help streamline communication in the SHOPP organizational structure and fund facility needs.

[1] The funding to commence in the last two years of the 2016 SHOPP, Fiscal Years 2018-19 and 2019-20.

Projects

The 2016 FIP includes no transportation-related facility projects programmed in the 2014 SHOPP for Fiscal Years 2016-17 and 2017-18, and $257.3 million in construction costs and $0.3 million in land acquisition costs for "unprogrammed" needs, which represent candidate projects for future SHOPP funding. Associated capital outlay support costs for these projects are $82.4 million. The total estimated cost for Transportation-Related Facilities are $340.0 million. Specific project funding for transportation-related facilities are presented on the following pages.

Projected Facilities Infrasructure Needs Construction, Land, Capital, and Support

Fiscal Years 2016-17 through 2020-21

	2014 SHOPP Fiscal Years		2016 Facilities Infrastructure Plan Fiscal Years					
PROGRAMMED IN 2014 SHOPP								
Location/Descriptions	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2016 FIP Total**
Equipment Shops	$0	$3,069,000	$0	$0	$0	$0	$0	**$0**
Maintenance Facilities	$12,100,000	$1,800,000	$0	$0	$0	$0	$0	**$0**
Materials Laboratories	$0	$0	$0	$0	$0	$0	$0	**$0**
Transportation Management Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	**$12,100,000**	**$4,869,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Land	$370,000	$19,000	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$12,470,000	$4,888,000	$0	$0	$0	$0	$0	**$0**
Support *	$6,941,000	$2,135,000	$0	$0	$0	$0	$0	**$0**
	$0							
Grand Total	$19,411,000	$7,023,000	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS								
Location/Description	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2016 FIP Total**
Office Buildings	$0	$0	$0	$0	$0	$0	$0	**$0**
Equipment Shops **	$0	$0	$24,500,000	$5,000,000	$25,463,000	$60,000,000	$7,200,000	$122,163,000
Maintenance Facilities	$0	$0	$43,500,000	$29,100,000	$20,500,000	$33,000,000	$9,000,000	$135,100,000
Materials Laboratories	$0	$0	$0	$0	$0	$0	$0	**$0**
Transportation Maintenance Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	$0	$0	**$68,000,000**	**$34,100,000**	**$45,963,000**	**$93,000,000**	**$16,200,000**	**$257,263,000**
Land	$0	$0	$0	$0	$300,000	$0	$0	**$300,000**
Sub-total (Capital)	$0	$0	$68,000,000	$34,100,000	$46,263,000	$93,000,000	$16,200,000	**$257,563,000**
Support *	$0	$0	$21,760,000	$10,912,000	$14,804,160	$29,760,000	$5,184,000	**$82,420,160**
Grand Total	$0	$0	$89,760,000	$45,012,000	$61,067,160	$122,760,000	$21,384,000	$339,983,160

Notes:

* Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

EQUIPMENT SHOPS

Introduction

The Division of Equipment (DOE) is responsible for Caltrans' fleet of light vehicles and heavy construction equipment consisting of approximately 12,000 vehicles. Light vehicles include automobiles, pickup trucks, and utility vehicles. Heavy construction equipment consists of road graders, loaders, dump trucks, snow blowers, drilling equipment, and other construction-related machineries. Both light vehicles and heavy construction equipment are serviced and repaired by approximately 400 professional equipment mechanics of the DOE.

Headquarters Shop

Inside Equipment Shop Headquarters, Sacramento

Equipment shops provide space to store tools and materials for mechanics to repair and sustain Caltrans' fleet of vehicles that are used to operate and maintain the state highway system. An equipment shop complex may include structures such as office, shop, warehouse, storage, and other improvements.

Infrastructure Description

DOE maintains 13 shops and 13 sub-shops totaling 26 shops and 666,561 square feet statewide as displayed in the table below.

In addition to the 26 equipment shops/sub-shops, there are 123 resident mechanic facilities and 86 traveling mechanic facilities that are located within 209 of the maintenance facilities, which are under the Division of Maintenance, but are used/occupied by the DOE staff for the repair and maintenance of Caltrans' fleet.

Transportation-Related Facilities
Equipment Shops Inventory

District		Address	City and Shop/Sub-Shop Number	Square Feet
1	Eureka	1650 Albee Street	Eureka Shop (2101)	30,982
1	Eureka	3290 North State Street	Ukiah Sub-Shop (2102)	28,560
2	Redding	1430 George Drive	Redding Shop (2201)	35,532
2	Redding	471-800 Diane Drive	Susanville Sub-Shop (2202)	5,091
3	Marysville	981 North Beale Road	Marysville Shop (2301)	49,043
3	Marysville	10152 Keiser Avenue	Truckee Sub-Shop (2302)	9,089
3	Marysville	2243 Carnelian Drive	Meyers Sub-Shop (2303)	6,460
4	Oakland	1993 Mariana Boulevard	San Leandro Shop (2401)	48,040
4	Oakland	Bay Bridge Toll Plaza	Oakland Sub-Shop (2402)	17,360
4	Oakland	120 Rickard Street	San Francisco Sub-Shop (2403)	3,568
4	Oakland	6010 Monterey, Building "B"	San Jose Sub-Shop (2404)	30,745
4	Oakland	2019 West Texas	Fairfield Sub-Shop (2405)	5,394
5	San Luis Obispo	66 Madonna Road	San Luis Obispo Shop (2501)	25,433
6	Fresno	1385 North West Avenue	Fresno Shop (2601)	33,352
6	Fresno	1200 Olive Avenue	Bakersfield Sub-Shop (2602)	15,700
7	Los Angeles	13204 Golden State Road	Sylmar Shop (2701)	70,681
7	Los Angeles	7301 East Slauson Avenue	Commerce Sub-Shop (2702)	14,600
7	Los Angeles	100 South Main Street	Los Angeles Sub-Shop (2703)	18,865
8	San Bernardino	320 South Sierra Way	San Bernardino Shop (2801)	34,912
8	San Bernardino	1800 Dill Road	Barstow Sub-Shop (2802)	8,400
9	Bishop	11 Jay Street	Bishop Shop (2603)	23,829
10	Stockton	1603 South B Street	Stockton Shop (3001)	24,396
11	San Diego	7179 Opportunity Road	San Diego Shop (3101)	31,800
11	San Diego	1607 Adams Avenue	El Centro Sub-Shop (3102)	4,202
12	Irvine	691 South Tustin Street	Orange Shop (2704)	5,500
HQ	Sacramento	34th Street & Stockton Blvd	Sacramento HQ Shop (3201)	85,027
			Total:	**666,561**

Projects

The 2016 FIP identifies no equipment shop projects that are programmed in the 2014 SHOPP[2] for Fiscal Years 2016-17 and 2017-18 and ten projects, identified as unprogrammed needs, which are candidate projects for future SHOPP funding. Project descriptions are provided on the following page.

EQUIPMENT SHOPS

PROGRAMMED IN 2014 SHOPP	2014 SHOPP Fiscal Years		2016 Facilities Infrastructure Plan Fiscal Years					
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
El Centro Sub-Shop Facility	$0	$3,069,000	$0	$0	$0	$0	$0	$0
Construction Totals	$0	$3,069,000	$0	$0	$0	$0	$0	$0
Land	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total (Capital)	$0	$3,069,000	$0	$0	$0	$0	$0	$0
Support	$0	$1,077,000	$0	$0	$0	$0	$0	$0
Grand Total	$0	$4,146,000	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS

Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
D1 Clearlake Oaks Resident Mechanic Facility Replacement	$0	$0	$0	$0	$0	$0	$1,800,000	$1,800,000
D1 Garberville Resident Mechanic Facility Replacement	$0	$0	$0	$0	$0	$0	$1,900,000	$1,900,000
D1 Ukiah Sub-Shop Retrofit	$0	$0	$0	$2,500,000	$0	$0	$0	$2,500,000
D3 South Lake Tahoe Sub-Shop Facility Expansion	$0	$0	$3,000,000	$0	$0	$0	$0	$3,000,000
D4 Fairfield Sub-Shop Facility Relocation	$0	$0	$6,500,000	$0	$0	$0	$0	$6,500,000
D4 San Leandro Equipment Shop C Facility Renovation	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
D6 Fresno Equipment Shop	$0	$0	$0	$0	$25,463,000	$0	$0	$25,463,000
D7 Southern Regional Equipment Repair Shop	$0	$0	$15,000,000	$0	$0	$0	$0	$15,000,000
D8 Indio Resident Mechanics Facility	$0	$0	$0	$2,500,000	$0	$0	$0	$2,500,000
HQ Division of Equipment HQ Facility	$0	$0	$0	$0	$0	$60,000,000	$0	$60,000,000
Construction Totals	$0	$0	$24,500,000	$5,000,000	$25,463,000	$60,000,000	$7,200,000	$122,163,000
Land	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total (Capital)	$0	$0	$24,500,000	$5,000,000	$25,463,000	$60,000,000	$7,200,000	$122,163,000
Support[1]	$0	$0	$7,840,000	$1,600,000	$8,148,160	$19,200,000	$2,304,000	$39,092,160
Grand Total	$0	$0	$32,340,000	$6,600,000	$33,611,160	$79,200,000	$9,504,000	$161,255,160

Note:

1. Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

[2] The Facilities Infrastructure Plan overlaps with the last two years of the 2014 SHOPP, Fiscal Years 2016-17 and 2017-18.

Project Description

Programmed Projects

District 11, El Centro Sub-Shop Facility – Construction Cost Estimate: $3,069,000
The District proposes to replace the existing sub-shop in the city of El Centro with an upgraded sub-shop. The proposed facility will comply with new building codes, such as ADA, and standards set forth by the DOE. The proposed facility will provide a safe work environment for its personnel and help better serve the needs of the customers in the region.

The existing sub-shop repair facility was originally built in the 1950s and has critical infrastructure deficiencies and is functionally obsolete. The current facility does not comply with DOE standards; as the work bays are short and not wide enough to meet the current equipment standards for large vehicles. It is inadequate in size and antiquated in design. Servicing Caltrans' fleet is both difficult and inefficient and must take place outdoors which is in violation of environmental regulations. The current facility, which was originally located in the outer limits of the city, is now currently adjacent to residential neighborhoods.

Unprogrammed Projects

District 1, Clearlake Oaks Resident Mechanic Facility – Construction Cost Estimate: $1,800,000
The District proposes to replace the existing one-bay resident mechanic facility with a 2 ½-bay facility. The proposed bay replacement will accommodate an efficient work environment for the shop personnel.

The existing one-bay resident mechanic facility is inadequate and antiquated in design. Servicing the customers in the region is difficult and inefficient with the existing facility.

District 1, Garberville Resident Mechanic Facility – Construction Cost Estimate: $1,900,000
The District proposes to replace the existing facility with an upgraded facility. The proposed facility will have 2 ½ bays to better serve the needs of the customers in the region. The upgraded facility will provide a safe and efficient work environment for its personnel.

The existing facility is inadequate and inefficient making it difficult to service its customer. The facility does not comply with new building codes or new standards established for DOE.

District 1, Ukiah Sub-Shop – Construction Cost Estimate: $2,500,000
The District proposes to retrofit the entire sub-shop located in Ukiah to comply with all applicable codes and regulations for seismic and other current building codes. The proposed retrofit will include doors that meet the door heights and width standards established for DOE and will better accommodate the work being performed at the facility. The retrofit will provide a current and an efficient working environmental for its personnel.

The current sub-shop facility was built over 50 years ago. It does not meet the new standards established for DOE. Furthermore, the design is antiquated, inadequate, and inefficient for the work taking place at the facility. The asphalt on the sub-shop grounds is in poor condition and needs to be repaved.

District 3, South Lake Tahoe Sub-Shop Facility Expansion – Construction Cost Estimate: $3,000,000
The District proposes to add a new 2 ½ mechanic bay, crew room, and parts department, on the side of the existing sub-shop at the South Lake Tahoe maintenance facility. The proposed building will comply with the new building codes, American with Disabilities Act (ADA), California Department of Industrial Relations – Division of Occupational Safety and Health (CalOSHA) and standards set forth by the DOE. The proposed facility will provide a safe work environment for its personnel and better serve the needs of the customers in the region.

The existing sub-shop was built in the 1960s and does not comply with current DOE standards. There is no crew room or parts department and the bays are undersized to fit any large equipment. The current facility is inadequate in size and antiquated in design for the work taking place. Servicing Caltrans' fleet must take place outdoors which is in violation of environmental regulations.

District 4, Fairfield Sub-Shop Facility Relocation – Construction Cost Estimate: $6,500,000
The District proposes to relocate the existing Fairfield sub-shop to the existing Tri-Bridge maintenance facility in the city of Benicia. The new facility will have six bays, comply with the new building codes, ADA and standards set forth by the DOE. The proposed facility will provide a safer work environment for its personnel and help better serve the needs of the customers in the region.

The existing sub-shop in the city of Fairfield was built in the 1950s. It consists of several small, undersized maintenance bays and does not meet the current functional and safety standards set forth by DOE. The current facility is inadequate in size and antiquated in

design for the work taking place. Serving Caltrans' fleet is both difficult and inefficient and must take place outdoors – in violation of environmental regulations.

District 4, San Leandro Equipment Shop C Facility Renovation – Construction Cost Estimate: $3,500,000
The District proposes to renovate a portion of the equipment shop, build larger bays to accommodate larger equipment, build a new wash rack, and comply with standards set forth by DOE. The proposed facility will provide a safe work environment for its personnel and help better serve the needs of the customers in the region.

The existing Shop C facility was built in the 1960s and does not meet the current operational, functional and safety standards set forth by DOE. Additionally, the facility frequently floods when it rains. The current Shop C is inadequate in size and antiquated in design for the work taking place. Servicing Caltrans fleet must take place outdoors which is in violation of environmental regulations.

District 6, Fresno Equipment Shop – Construction Cost Estimate: $25,463,000
The District proposes to replace the existing equipment facility located at 1385 North West Avenue in Fresno with a 47,500 square foot equipment and office facility. The proposed structure will have ceiling clearance minimum of 22 feet and 15 feet high roll-up overhead doors. The new design will allow drive through bays to accommodate an efficient repair service system. The design also allows sufficient vertical and horizontal clearance to use portable cranes. These larger spaces with larger doors provide a safe and efficient working environment for shop personnel.

The original shop was built in the early 1960s. The current facility is inadequate in size and antiquated in design. Servicing Caltrans' fleet must take place outdoors which is in violation of environmental regulations. The facility does not meet DOE's operational, functional, and safety standards. Lead and asbestos have been found in the construction materials of this facility, the office building has a leaky roof, and the facility has limited space for training events and meetings. There is insufficient space for the crew break room and filing and use of equipment.

District 7, Southern Regional Equipment Repair Shop – Construction Cost Estimate: $15,000,000
The District proposes to replace and consolidate the existing Shop 12 (closed due safety and operational concerns) and existing Commerce Sub-Shop with a Southern Regional Equipment Repair Shop at Caltrans-owned property located at 14044 Freeway Drive, Santa Fe Springs. The proposed facility will comply with new building codes, ADA, and standards set forth by DOE. The proposed facility will provide a safe working environment for its personnel and help better serve the needs of the customers in the Southern California region.

The two existing facilities that are being replaced by the proposed project were built in 1960s and 1970s with material containing asbestos and/or lead paint and are functionally obsolete. There is insufficient space available for equipment and vehicle storage and the shop portion of the yard does not allow for efficient operations due to space limitation. These facilities do not comply with current DOE standards. The equipment repair bays are not wide or high enough for efficient operations and the height limitations of the bays result in repairs of large equipment needing to be performed outdoors which presents storm water violations.

District 8, Indio Resident Mechanics Facility – Construction Cost Estimate: $2,500,000

The District proposes to replace the existing resident mechanics facility with a new 2 ½-bay facility. The proposed facility will be replaced to comply with new building codes, such as ADA, and comply with standards set forth by DOE. The proposed facility will provide a safe work environment for its personnel and help better serve the needs of the customers in the region.

The existing facility was built in the 1960s with material containing asbestos and/or lead paint, and does not meet the current DOE operational, functional and safety standards and gets flooded due to rain storms.

Headquarters, Division of Equipment Headquarter Facility – Construction Cost Estimate: $60,000,000

The Division of Equipment proposes to replace the existing Headquarters (HQ) Shop/Administration facility with a new facility in a more industrial setting. The proposed building will comply with the new building codes, ADA, CalOSHA, and standards set forth by DOE. The proposed facility will provide a safe work environment for its personnel and help better serve the needs of our customers for the entire state.

The existing HQ DOE facility was originally built in 1918 making it almost a century old. It has many critical infrastructure deficiencies and is functionally obsolete. Portions of the existing facility are considered historically protected and cannot be altered or rebuilt. The current facility is inadequate in size, antiquated in design, and very small for daily operation. Servicing Caltrans' fleet must take place outdoors which is in violation of environmental regulations. The facility does not meet the current seismic, electrical, mechanical and DOE standards. Lead and asbestos have been found in the construction materials of this facility. The existing facility, which at one time was in the industrial region of the county, is currently bordering residential neighborhoods.

MAINTENANCE FACILITIES

Introduction

The Division of Maintenance is responsible for maintenance of the state highway system in a manner consistent with Caltrans mission of providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. This includes ensuring public and employee safety, preserving the highway infrastructure, and providing services that contribute to mobility and promote a clean and healthy environment. The Division of Maintenance consists of approximately 5,800 employees who work in partnership with other state agencies, local agencies, and private contractors to maintain the state highway system.

Together, the Division of Maintenance and its partners maintain approximately 50,000 lane miles of highway, more than 13,000 bridges, 250,000 roadside acres, 25,000 acres of landscaping, 87 rest areas, as well as commercial vehicle enforcement facilities, and countless other items that make up the state highway system inventory. Maintenance facilities are required to house staff, store equipment, and stockpile materials used in the maintenance and repair of the state highway system. These facilities have building features such as: crew office space, equipment storage bays, equipment service bays, dormitories, employee housing, wash racks, material storage bins, bulk fuel, and hazmat storage.

Infrastructure Description

The total Maintenance Facilities operation space is approximately 2.7 million square feet. Maintenance facilities are of various types and are categorized as follows:

- Highway Maintenance Crew Stations
- Landscape Maintenance Crew Stations
- Special Crew Stations
- Stand-Alone Salt/Sand Storage Sheds
- Satellite Stations

Transportation-Related Facilities Maintenance Facilities Inventory

District		Square Feet
1	Eureka	137,000
2	Redding	317,000
3	Marysville	376,000
4	Oakland	363,000
5	San Luis Obispo	143,000
6	Fresno	227,000
7	Los Angeles	338,000
8	San Bernardino	208,000
9	Bishop	130,000
10	Stockton	214,000
11	San Diego	126,000
12	Irvine	163,000
	Total:	**2,742,000**

District 7, Torrance Maintenance Station

Projects

The 2016 FIP identifies no maintenance station projects that are programmed in the 2014 SHOPP[3] for Fiscal Years 2016-17 and 2017-18 and twenty-two projects identified as unprogrammed needs, which are candidate projects for future SHOPP funding. Project descriptions are provided on the following page.

MAINTENANCE STATIONS	2014 SHOPP Fiscal Years							
PROGRAMMED IN 2014 SHOPP			2016 Facilities Infrastructure Plan Fiscal Years					
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
D3 Floriston Sandhouse Replacement	$0	$1,800,000	$0	$0	$0	$0	$0	**$0**
D4 San Francisco/Oakland Bay Bridge (SFOBB) Maintenance Complex Replacement	$12,100,000	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	$12,100,000	$1,800,000	$0	$0	$0	$0	$0	**$0**
Land	$370,000	$19,000	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$12,470,000	$1,819,000	$0	$0	$0	$0	$0	**$0**
Support	$6,941,000	$1,058,000	$0	$0	$0	$0	$0	**$0**
Grand Total	$19,411,000	$2,877,000	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS								
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
D1 Idlewild Maintenance Facility Replacement	$0	$0	$0	$3,000,000	$0	$0	$0	**$3,000,000**
D2 Adin Maintenance Facility Replacement	$0	$0	$4,000,000	$0	$0	$0	$0	**$4,000,000**
D3 Tahoe City Maintenance Facility Replacement	$0	$0	$0	$0	$2,500,000	$0	$0	**$2,500,000**
D3 Auburn Maintenance Facility Replacment	$0	$0	$0	$0	$0	$3,000,000	$0	**$3,000,000**
D3 Roseville Maintenance Facility Replacement	$0	$0	$0	$0	$0	$0	$3,000,000	**$3,000,000**
D4 Queens Street Maintenance Facility Rehabilitation	$0	$0	$0	$0	$0	$3,000,000	$0	**$3,000,000**
D4 Santa Rosa Maintenance Facility Replacement	$0	$0	$0	$0	$4,000,000	$0	$0	**$4,000,000**
D4 Specialty Region Maintenance Facility Rehabilitation	$0	$0	$0	$0	$0	$0	$4,000,000	**$4,000,000**
D5 Hollister Maintenance Facility Relocation	$0	$0	$0	$4,100,000	$0	$0	$0	**$4,100,000**
D5 San Luis Obispo Maintenance Facility Relocation	$0	$0	$0	$0	$0	$27,000,000	$0	**$27,000,000**
D7 Doran Maintenance New Facility	$0	$0	$0	$0	$4,400,000	$0	$0	**$4,400,000**
D7 Florence Maintenance Facility Replacement	$0	$0	$0	$0	$1,600,000	$0	$0	**$1,600,000**
D8 Blythe Maintenance Facility Replacement	$0	$0	$0	$4,000,000	$0	$0	$0	**$4,000,000**
D8 Dry Creek Maintenance Facility Replacement	$0	$0	$0	$0	$4,000,000	$0	$0	**$4,000,000**
D8 Fontana Maintenance Facility	$0	$0	$17,000,000	$0	$0	$0	$0	**$17,000,000**
D8 Mountain Pass Maintenance Facility Replacement	$0	$0	$0	$0	$4,000,000	$0	$0	**$4,000,000**
D8 Riverside Maintenance Facility Replacement	$0	$0	$0	$15,000,000	$0	$0	$0	**$15,000,000**
D8 San Bernardino Maintenance Facility Replacement	$0	$0	$10,500,000	$0	$0	$0	$0	**$10,500,000**
D11 Boulevard Maintenance Facility Rehabilitation	$0	$0	$0	$3,000,000	$0	$0	$0	**$3,000,000**
D11 Lake Henshaw Maintenance Facility Rehabilitation	$0	$0	$0	$0	$0	$0	$2,000,000	**$2,000,000**
D12 Stanton Maintenance Facility Replacement	$0	$0	$12,000,000	$0	$0	$0	$0	**$12,000,000**
Construction Totals	$0	$0	$43,500,000	$29,100,000	$20,500,000	$33,000,000	$9,000,000	**$135,100,000**
Land	$0	$0	$0	$0	$300,000	$0	$0	**$300,000**
Sub-total (Capital)	$0	$0	$43,500,000	$29,100,000	$20,800,000	$33,000,000	$9,000,000	**$135,400,000**
Support	$0	$0	$13,920,000	$9,312,000	$6,656,000	$10,560,000	$2,880,000	**$43,328,000**
Grand Total	$0	$0	$57,420,000	$38,412,000	$27,456,000	$43,560,000	$11,880,000	$178,728,000

Note:
Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

3/ The Facilities Infrastructure Plan overlaps with the last two years of the 2014 SHOPP, Fiscal Years 2016-17 and 2017-18.

Project Description

Programmed Projects

District 3, Floriston Sand/Salt Storage Facility – Construction Cost Estimate: $1,800,000
The project proposes to construct a salt and sand storage facility on Interstate 80 in the vicinity of the California Highway Patrol Donner Pass Inspection Facility and the California Department of Food and Agriculture Truckee Border Protection Station. The new facility will replace the salt and storage facilities at Floriston. The existing Floriston facility is operationally deficient, has exceeded its service life, is in deteriorating condition, and may have negative environmental impacts on the Truckee River. Servicing Interstate 80, State Route 89 and State Route 267 during the winter months are impacted by closing the existing Floriston facility.

District 4, San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex, Phase 3 Maintenance Training Facility – Construction Cost Estimate: $12,100,000
This project proposes to build a new SFOBB Maintenance Training Facility as part of the San Francisco-Oakland Bay Bridge (SFOBB) Maintenance Complex project. The project is located just south of the SFOBB Toll Plaza area at the SFOBB maintenance yard and includes redevelopment of an existing open area to add a new District 4 Maintenance Training Facility building with adjacent parking lot improvements. The new training facility is needed to consolidate all District 4 Maintenance training needs to one location centrally located within the District and address deficiencies such as operations and site requirements.

Unprogrammed Projects

District 1, Idlewild Maintenance Facility Replacement – Construction Cost Estimate: $3,000,000
The proposed project would replace the equipment service bay building, backup generator, and water supply pipe. The existing building complex was built in 1971 and has exceeded its service life and is operationally deficient. The equipment service bay building has a small office, undersize crew room and a small men's restroom. There is no women's restroom, janitor's room or shower room. This station is in a high elevation area where 24-hour shifts are normal during the winter season.

District 2, Adin Maintenance Facility Replacement – Construction Cost Estimate: $4,000,000
The proposed project replaces the office/crew building, equipment storage bay, covered storage canopy, salt storage building, and detention basin. The maintenance yard also needs to be repaved. The existing facility, built in the 1960s, has exceeded its service life, has inadequate work space, and is operationally deficient. Furthermore, the National Pollutant Discharge Elimination System(NPDES) requirements for stormwater runoff need to be addressed.

District 3, Tahoe City Maintenance Facility Replacement – Construction Cost Estimate: $2,500,000
The proposed project replaces a 1,016 square foot dilapidated 1953 building that contains 3 bedrooms, 1 bath employee house and an office. The existing facility has exceeded its service life, has inadequate work space, and is operationally deficient. The proposed building will be a two-story, 7,000 square foot building with break room, office and crew dormitory.

District 3, Auburn Maintenance Facility Replacement – Construction Cost Estimate: $3,000,000
The proposed project consolidates, replaces, and enlarges the equipment barn, crew rooms, restrooms, and offices within one building. Although the existing facility, built in 1957, had some remodeling completed in 2006, it has exceeded its service life, has inadequate work space, and is operationally deficient. It also was surveyed and found to have lead paint and asbestos within the building. Because of the age and design of the building, it requires major structural changes and seismic resisting systems in order to meet current seismic codes and ADA requirements.

District 3, Roseville Maintenance Facility Replacement – Construction Cost Estimate: $3,000,000
The proposed project consolidates, replaces, and enlarges the equipment barn, crew rooms, restrooms, and offices within one building. The service performed at the facility has outgrown the existing office and equipment barn structure. The existing facility, built in 1931, lacks insulation, energy saving upgrades, has critical infrastructure deficiencies and does not meet current building codes or ADA codes. Safety issues may include lead paint and asbestos exposure within the building.

District 4, Queens Street Maintenance Facility Rehabilitation – Construction Cost Estimate: $3,000,000
The proposed facility project proposes to replace the office/admin building, equipment service bay, and equipment storage bay. The existing facility, built in 1956, has exceeded its service life, has inadequate work space, and is operationally deficient. The electrical supply

to the facility is inadequate to meet the facility needs. The facility has frequent power overload issues that cause interruptions to the operation of the facility.

District 4, Santa Rosa Maintenance Facility Replacement – Construction Cost Estimate: $4,000,000
The proposed project is to relocate the existing Santa Rosa Maintenance Station with a new facility located approximately five miles northwest of Santa Rosa in an industrial park adjacent to the Sonoma County airport. The existing 1960s facility has exceeded its service life, has inadequate work space, is operationally deficient and precludes future expansion. The site is currently located in a residential neighborhood. There is only one entrance to the facility. The facility supports the landscape crew and a tree maintenance crew.

District 4, Specialty Region Maintenance Facility Rehabilitation – Construction Cost Estimate: $4,000,000
The proposed project is to replace the 1968 office/administrative building, 1968 electrical shop, 1975 electrical warehouse, correct a drainage issue and repave the yard. The existing facility has exceeded its service life, has inadequate work space, and is operationally deficient. The pavement at the facility has deteriorated and does not address NPDES requirements for stormwater runoff. Furthermore, flooding is an issue due to poor drainage at this facility.

District 5, Hollister Maintenance Facility Rehabilitation – Construction Cost Estimate: $4,100,000
The proposed project relocates the existing maintenance facility on an acquired 2.4-acre lot in an industrial business park in Hollister. The purpose of the project is to locate the facility in a more appropriately zoned area instead of the residential zoning at the current location. The noise, dust and storage of fuel at the facility will become more of an issue as additional homes are built in the area. The facility is 60 years old. The facility has exceeded its service life, has inadequate work space, and is operationally deficient.

District 5, San Luis Obispo Maintenance Facility Relocation– Construction Cost Estimate: $27,000,000
The proposed project relocates the existing maintenance facility on an acquired 56-acre parcel in San Luis Obispo. The facility to be relocated includes road, landscaping, electrical, tree, sign, and bridge crews. The purpose of the project is to mitigate issues with overcrowding at the facility that is shared with the District 5 San Luis Obispo main office complex. There are safety concerns regarding heavy equipment from the maintenance facility being operated in close proximity to pedestrians from the offices and difficulty in accessing the highway due to increased traffic on adjacent streets. In addition, the site has flooded numerous times from the nearby creek and a majority of the maintenance

buildings were built in 1955 and are in disrepair. The facility has exceeded its service life, has inadequate work space, and is operationally deficient.

District 7, Doran Maintenance New Facility – Construction Cost Estimate: $4,400,000
The proposed project would replace an existing workshop/office trailer and administration/office building built in 1970. It currently accommodates one special crew and is inadequate in size for additional staff and storage space. The facility has exceeded its service life, has inadequate work space, and is operationally deficient.

District 7, Florence Maintenance Facility Replacement – Construction Cost Estimate: $1,600,000
The proposed project replaces the existing maintenance building. The existing complex was built in 1967. The facility has exceeded its service life, has inadequate work space, and is operationally deficient. It was constructed for one crew and is currently being used by two crews. It lacks adequate space for the number of crews and supervisor offices.

District 8, Blythe Maintenance Facility Replacement – Construction Cost Estimate: $4,000,000
The proposed project replaces the equipment barn, materials warehouse, supervisor's office, and crew building. The Blythe facility, built in 1959, has exceeded its service life, has inadequate work space, and is operationally deficient. The existing buildings has inadequate space for equipment and material storage; non-compliance with stormwater NPDES requirements, and outdated HVAC, electrical, and plumbing systems.

District 8, Dry Creek Maintenance Facility Replacement – Construction Cost Estimate: $4,000,000
The proposed project replaces the mechanic's office and equipment barn, supervisor and the superintendent offices and crew building. The Dry Creek facility, built in 1960, has exceeded its service life, has inadequate work space, and is operationally deficient. The existing buildings have insufficient space for the crew and mechanic, inadequate size for equipment and material storage, non-compliance with stormwater NPDES requirements, and outdated HVAC, electrical, and plumbing systems.

District 8, Fontana Maintenance Facility – Construction Cost Estimate: $17,000,000
The proposed new maintenance facility will reduce response time to the recently constructed State Route 210. State Route 210 increased the District's inventory for lane miles, electrical, and landscape workload. The nearest maintenance station to the State Route 210 is Magana-Ortega Maintenance Station. The emergency response time for the crew at the Magana-Ortega Maintenance Station can be as much as 50 minutes. Additionally, the construction of the Fontana Maintenance Facility will be located

adjacent to the Southern Regional Lab and Traffic Management Center/Emergency Operations Center. Along with the existing emergency facilities, the Fontana Maintenance Facility is a critical asset of the Southern California Regional Disaster Coordination Center (SCRDCCT) for Transportation for State Emergency Function 1 (EF1).

District 8, Mountain Pass Maintenance Facility Replacement – Construction Cost Estimate: $4,000,000

The proposed project replaces the equipment barn, warehouse, offices, and crew building. The Mountain Pass facility, built in 1960, has exceeded its service life, has inadequate work space, and is operationally deficient. The existing buildings has inadequate water supply and filtration system, inadequate size for equipment and material storage, non-compliance with stormwater NPDES requirements, and outdated HVAC, electrical, and plumbing systems.

District 8, Riverside Maintenance Facility Relocation – Construction Cost Estimate: $15,000,000

The proposed project replaces the equipment barn, crew building, warehouse, superintendent, manager, and region offices. The Riverside facility, built in 1966, has exceeded its service life, has inadequate work space, and is operationally deficient. The existing buildings have insufficient space for the crew and supervisor offices, inadequate size for equipment and material storage, non-compliance with stormwater NPDES requirements, and outdated HVAC, electrical, and plumbing systems. The present location is incompatible with the surrounding community and has become inappropriately situated in a retail/commercial area.

District 8, San Bernardino Maintenance Facility Replacement – Construction Cost Estimate: $10,500,000

The facility project proposes to reconstruct the San Bernardino Maintenance Station. Reconstruction will include replacement of three of the existing office buildings and one of the warehouses that were built in 1954. The purpose of the project is to correct deficiencies and expand the capabilities of the maintenance station as the North Regional Manager Headquarters and alternative Emergency Operations Center. The current office staff is working out of three different locations. The facility has exceeded its service life, has inadequate work space, and is operationally deficient for current facility needs.

District 11, Boulevard Maintenance Facility Rehabilitation – Construction Cost Estimate: $3,000,000

The proposed project upgrades the existing office and crew building and includes installation of a wash rack. The existing facility, built in 1961, has exceeded its service life, has inadequate work space, and is operationally deficient. Furthermore, the NPDES requirements for stormwater runoff need to be addressed. The pavement has deteriorated and needs to be repaved.

District 11, Lake Henshaw Maintenance Facility Rehabilitation – Construction Cost Estimate: $2,000,000
The facility project proposes major rehabilitation to the maintenance building, which includes modifications and expansion to the existing office/crew building and adding a storage building. The existing building, built in 1977, has exceeded its service life, has inadequate work space, and is operationally deficient.

District 12, Stanton Maintenance Facility Replacement – Construction Cost Estimate: $12,000,000
The proposed facility project replaces the existing maintenance building. The existing maintenance station was built in 1949. The facility has exceeded its service life, has inadequate work space, and is operationally deficient to properly service the area. Lead paint and asbestos are present at the maintenance building. Furthermore, the NPDES requirements for stormwater runoff need to be addressed.

MATERIALS LABORATORIES

Introduction

Caltrans currently operates approximately 124 materials testing facilities, ranging in size from large complex laboratories to small field construction testing facilities. District Materials Engineering (DME) and Independent Assurance Laboratories are currently located in each District and the Caltrans Transportation Laboratory (TransLab) is located in Sacramento. Additionally, Caltrans' new Southern Regional Laboratory in San Bernardino County was completed in Fiscal Year 2010-11. Each of these laboratories provides support for all phases of the project development process and is required to perform federal- and state-mandated quality assurance testing.

State Headquarters
Materials and Testing Laboratory, Sacramento
(Sacramento TransLab)

Staff routinely perform field and laboratory testing of highway materials in the construction phase and are responsible for providing materials information during the planning and design phases, including the Project Materials Report. District laboratories perform routine testing on soils, aggregate, asphalt concrete, and Portland cement concrete. This effort includes the coordination of skid testing, roadway and bridge profilographing, nuclear gauge administration, preliminary testing, calibration of equipment, and pavement coring.

The TransLab and DME laboratories are over 45 years of age, resulting in facilities that are not in compliance with current codes or lack electrical/mechanical capacity to run testing equipment efficiently. These facilities require infrastructure assessments be performed to determine actual facility safety conditions and electrical/mechanical conditions, repair costs, operational issues, and facility code deficiencies.

Infrastructure Description

The materials testing facilities are divided into the following three category types:

- Category I – Program Laboratories (2)
  - Sacramento TransLab
  - Southern Regional Laboratory
- Category II – Main District Materials Engineering Testing Laboratories (9)
- Category III – Field Construction Laboratories (113)
  - Fixed Sites – 42
  - Mobile Sites 71

The facility inventory for Caltrans' Materials Laboratories (Category I and II) total 312,093 square feet as displayed in the table below.

Transportation-Related Facilities
Materials Laboratories Inventory [1/]

District		Address	City	Square Feet
1	Eureka	1726 Albee Street	Eureka	4,000
2	Redding	1657 Riverside Drive	Redding	5,841
3	Marysville	5330 Arboga Road	Olivehurst	13,000
4	Oakland	325 San Bruno Avenue	San Francisco	7,600
5	San Luis Obispo	50 Higuera Street	San Luis Obispo	3,330
6	Fresno	1352 West Olive	Fresno	5,600
8	San Bernardino	13970 Victoria Street [2/]	Fontana	81,000
9	Bishop	500 South Main	Bishop	2,200
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd	Stockton	5,617
11	San Diego	7177 Opportunity Road	San Diego	12,710
HQ	Sacramento	5900 Folsom Boulevard	Sacramento	171,195
			Total	**312,093**

[1/] Table only reflects Category I (Program Laboratories) and Category II (Main District Materials Engineering Testing Laboratories).
[2/] The Southern Regional Laboratory in District 8 San Bernardino supports Districts 7, 8, and 12.

Projects

The 2016 FIP includes no Materials Laboratories projects that are programmed in the 2014 SHOPP[4] and no projects identified as an unprogrammed need, which are a candidate project for future SHOPP funding. Caltrans recently approved Decision Document 2015-1, centralizing the efforts of Transportation-Related Facilities under a single point of contact, as a result it is anticipated that future SHOPP projects will be developed for Material Laboratories.

MATERIAL LABORATORIES

PROGRAMMED IN 2014 SHOPP	2014 SHOPP Fiscal Years		2016 Facilities Infrastructure Plan Fiscal Years					
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	$0	$0	$0	$0	$0	$0	$0	**$0**
Land	$0	$0	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$0	$0	$0	$0	$0	$0	$0	**$0**
Support	$0	$0	$0					**$0**
Grand Total	$0	$0	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS

Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	$0	$0	$0	$0	$0	$0	$0	**$0**
Land	$0	$0	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$0	$0	$0	$0	$0	$0	$0	**$0**
Support	$0	$0	$0	$0	$0	$0	$0	**$0**
Grand Total	$0	$0	$0	$0	$0	$0	$0	$0

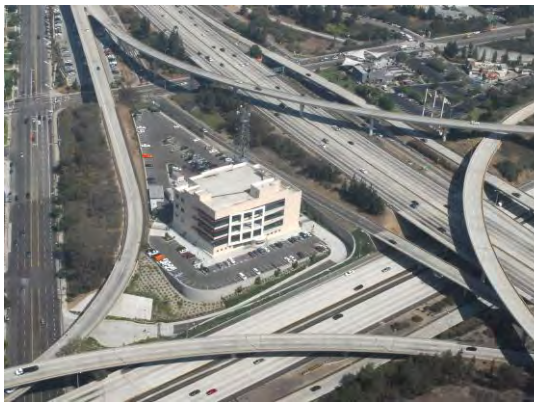
Note:
Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

[3/] The Facilities Infrastructure Plan overlaps with the last two years of the 2014 SHOPP, Fiscal Years 2016-17 and 2017-18.

TRANSPORTATION MANAGEMENT CENTERS

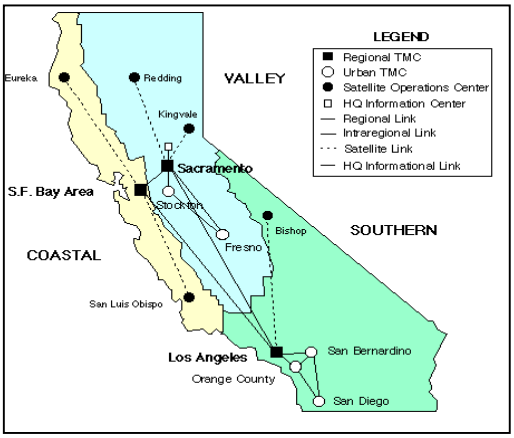
Introduction

A Transportation Management Center (TMC) Master Plan was written in 1997 to develop the framework for standardized statewide strategies for TMCs. Based on geography and population centers, California was divided into three transportation regions that are managed by three regional TMCs located in Districts 3, 4 and 7; five urban TMCs located in Districts 6, 8, 10, 11 and 12; and five smaller TMCs/Satellite Operations Centers (SOCs) located in Districts 1, 2, 3, 5 and 9.



District 7 – Los Angeles Regional Transportation Management

TMCs coordinate with each other and with neighboring states to optimize the efficiency of the transportation system, minimize traveler delays, and increase the safety of the traveling public and the highway workers that maintain the system. The TMCs conduct daily transportation management activities to smooth the flow of traffic, coordinate traffic incident management response in order to limit non-recurring congestion, and provide traveler information to the public to help them make informed travel decisions. The three urban TMCs designated as regional TMCs provide traffic operations services beyond their urban area as needed.



Transportation Management Center Locations

Since the California Highway Patrol (CHP) conducts incident scene management and other public safety services (e.g., pacing traffic in fog and snow) on the state highways, communication and coordination between Caltrans' Traffic Operations staff and CHP staff is critical. In some cases, CHP staffs (officers, dispatchers, and public information officers) are co-located within the TMCs. Additionally, in some locations, a local or regional Emergency Operations Center may be operated within the TMC due to the coordination and media capabilities they possess.

Infrastructure Description

Caltrans maintains 265,685 square feet of TMC operating space, as shown in the table below. Typical TMCs may include security, communication, and dispatch areas; press coverage and briefing rooms; staff offices; restrooms; and locker areas.

Transportation-Related Facilities
Transportation Management Centers (TMCs) Inventory

District		Address	City	Year Built	Square Feet
1	Eureka	1656 Union Street	Eureka	1953	230
2	Redding	1657 Riverside Drive	Redding	1953	830
3	Marysville	3165 Gold Valley Drive	Rancho Cordova	1999	34,200
3	Marysville	51121 Donner Pass Road [1/]	Kingvale	N/A	1,760
4	Oakland	111 Grand Avenue	Oakland	1992	10,200
5	San Luis Obispo	50 Higuera Street	San Luis Obispo	1955	1,500
6	Fresno	1352 West Olive	Fresno	1958	3,065
7	Los Angeles	2901 West Broadway	Los Angeles	2008	82,300
8	San Bernardino	13970 Victoria Street	Fontana	2011	43,000
9	Bishop	500 South Main Street	Bishop	1954	400
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd.	Stockton	1957	2,200
11	San Diego	7183 Opportunity Road	San Diego	1996	42,000
12	Irvine	6681 Marine Way	Irvine	2001	44,000
				Total	**265,685**

[1/] Winter operation at the Kingvale Maintenance Station

District 12 – TMC Video Wall

District 3 – Changeable Message Sign/Ramp Meter

Projects

The 2016 FIP identifies no TMC projects that are programmed in the 2014 SHOPP[5] and no projects identified as unprogrammed needs, which are candidate projects for future SHOPP funding.

TRANSPORTATION MANAGEMENT CENTERS	2014 SHOPP Fiscal Years							
PROGRAMMED IN 2014 SHOPP			2016 Facilities Infrastructure Plan Fiscal Years					
Location/Description	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
	$0	$0	$0	$0	$0	$0	$0	$0
Construction Totals	$0	$0	$0	$0	$0	$0	$0	**$0**
Land	$0	$0	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$0	$0	$0	$0	$0	$0	$0	**$0**
Support	$0	$0	$0	$0	$0	$0	$0	**$0**
Grand Total	$0	$0	$0	$0	$0	$0	$0	$0

UNPROGRAMMED NEEDS	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2016 FIP Total
Location/Description	$0	$0	$0	$0	$0	$0	$0	$0
Construction Totals	$0	$0	$0	$0	$0	$0	$0	**$0**
Land	$0	$0	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$0	$0	$0	$0	$0	$0	$0	**$0**
Support	$0	$0	$0	$0	$0	$0	$0	**$0**
Grand Total	$0	$0	$0	$0	$0	$0	$0	$0

Note:
Support is estimated at 32% of capital costs for projects not programmed in the 2014 SHOPP.

5/ The Facilities Infrastructure Plan overlaps with last two years of the 2014 SHOPP, Fiscal Years 2016-17 and 2017-18.

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CHAPTER 4

RESOURCE CONSERVATION

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RESOURCE CONSERVATION EFFORTS

The California Department of Transportation's (Caltrans) resource conservation policies, practices, and planning efforts are consistent with Governor Edmund G. Brown Jr.'s Drought State of Emergency, proclaimed on January 17, 2014; the Executive Order B-16-12, signed on March 23, 2012; the Executive Order B-18-12, signed on April 25, 2012 and the Executive Order B-29-15, signed on April 1, 2015.

Policy

Drought State of Emergency

On January 17, 2014, Governor Edmund G. Brown Jr. proclaimed a drought State of Emergency and directed state officials to take all necessary actions to prepare for California's drought conditions. Furthermore, the Governor directed State agencies to use less water and initiate a greatly expanded water conservation public awareness campaign. In his declaration, the Governor called for a 20 percent statewide water usage reduction.

Executive Order B-16-12

The Executive Order B-16-12 moves the state toward the integration of zero-emission vehicles (ZEVs) into the mainstream. It directs the state toward establishing an infrastructure that can support increased public and private ZEVs. Per the Executive Order, state agencies are to increase the number of its ZEVs through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020.

Executive Order B-18-12

The Executive Order B-18-12 directs agencies and departments to take steps to green the state's buildings, reduce greenhouse gas emissions, and improve energy efficiency. Per the Executive Order, state agencies and departments are to:

- Achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) "Silver" certification or higher and to incorporate clean, on-site power generation (such as photovoltaic, solar thermal, wind power generation, and clean back-up power supplies) for new or renovated state buildings larger than 10,000 square feet;

- Set a target of zero net energy consumption for 50 percent of new and renovated state-owned buildings by 2025 and zero net energy consumption from all new or renovated state buildings design after 2025;
- Reduce their grid-based energy purchases and other non-building grid-based retail energy purchases by 20 percent by 2018; as compared to a 2003 baseline;
- Reduce overall water use by 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline; and
- Reduce greenhouse gas emissions by 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline.

Executive Order B-29-15

The Executive Order B-29-15 directs the state to save water, increase enforcement to prevent wasteful water use, streamline the state's drought response and invest in new technologies that will make California more drought resilient. The Governor directed the State Water Resources Control Board to implement mandatory drought reductions in cities and towns across California to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016 compared to a 2013 baseline.

Caltrans continues to work towards reaching the goals articulated in Executive Order B-29-15, Drought State of Emergency Proclamation, and the Executive Order B-16-12. Additionally, Caltrans takes measures to follow Executive Order B-18-12 to support the state's renewable power statutes, "green power" electric grid demand, energy and water conservation, LEED, climate change mandates, and the zero-emission vehicles mandates.

Practice and Planning

Water Efficiency and Conservation

Caltrans continues to build on existing efforts to conserve water, address fundamental changes in its approach to water resource management, and prepare for the changes the future holds. Caltrans water conservation measures include:

<u>Office Facilities</u>

- Continue to work toward reducing water usage by 25 percent.
- Continue to survey all facilities to expedite water efficiency retrofits of interior water fixtures, landscape irrigation and planting, and other water-using equipment of facilities.

- Installed low flow water faucet aerators to reduce interior water usage.
- Checked automatic sensors on faucets, toilets, and urinals to ensure they are operating properly and avoid unnecessary water use.
- Plumbing fixtures that must be replaced, are being replaced with low-volume models, if feasible.
- The water supply to equipment and areas that are not utilized has been shut off.
- Ceased building interior and exterior window washing.
- Ceased power washing unless required for health or safety issues.
- "Reduce Water Use" signage has been posted.
- Implemented energy-efficiency measures to reduce the need for building and equipment cooling and heating, which will reduce the amount of water required by these systems.
- Ceased watering turf or annuals.
- Ceased the use of water features (i.e., fountains, etc.)
- Ceased state vehicle washing unless for health and safety reasons.
- Continue to design water-smart landscapes.

Maintenance and Construction

- Ceased landscape irrigation and highway planting work in severe water shortage areas as defined by the California Department of Public Health.
- Ceased irrigation of turf grasses and lawns at all maintenance facilities and roadsides (i.e., State Roadside Rest Areas, Truck Weight Inspection Facilities, etc.).
- Continue to replace inefficient irrigation and plumbing components with water-efficient components.
- Continue to apply mulch and reduce pruning of trees and shrubs (except when addressing safety issues) to reduce water loss through evaporation from the soil.
- Ceased washing state vehicles unless for health and safety reasons.

Clean Renewable Energy Bonds

Caltrans requested budget authority in Fiscal Year 2008-09 to spend $20 million from the sale of Clean Renewable Energy Bonds (CREBs) to install roof-mounted solar panels at 70 transportation facilities. The goal is for the 70 sites to generate over 2.4 megawatts (MW) of energy. The funding for the debt service payments will come from the utilities savings in the State Highway Account (SHA) that result from the installation of the photovoltaic systems.

In 2009, the bonds were sold and the design of the 70 projects started. As of mid-January 2013, all 70 projects were completed and generating electricity. The 2.4 megawatts of solar power that Caltrans' 70 sites are expected to produce can power approximately 500 homes per year.

Leadership in Energy and Environmental Design (LEED)

In the past nine years, Caltrans has constructed three new office buildings in Districts 3, 7, and 11 that are sustainable and have obtained an United States Green Building Council LEED Green Building Rating of Silver or better. The District 7 Headquarters office building was originally certified as LEED Green Building Rating of Silver, but it achieved LEED Green Building Rating of Gold in 2011 after a series of additional changes. The changes included adjusting the thermostat to further reduce heating and cooling loads, committing to the purchase of recycled products, and adopting more sustainable custodial practices. In 2010, a leased office building tenant improvement project in District 12 achieved an United States Green Building Council LEED for Commercial Interiors rating of Gold. Incorporated in these buildings and office space are energy-efficient lighting, window systems, and HVAC (heating, ventilation, and air conditioning) systems.

In 2011, the construction of the Inland Empire Transportation Management Center, located in Fontana, was completed and a LEED Green Building Rating of Gold was achieved, which is the first essential services facility in the nation to achieve this certification.

In fall 2012, the construction of the Phillip S. Raine Rest Area on Highway 99 near Tipton in Tulare County (District 6) that features solar panels, recycled materials, pervious paving, low-flow plumbing, drought-tolerant plants, and an efficient

irrigation system was completed and a LEED Platinum certification, (the highest rating available) was achieved. It is the first LEED-certified rest area in California.

The San Francisco – Oakland Bay Bridge Maintenance Complex project is designed to meet or exceed the Governor's Executive Order B-18-12, which requires buildings over 10,000 square feet to be designed as LEED – New Construction Silver certification.

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Other Resource Conservation Projects

- In the fall of 2012, the Division of Maintenance purchased energy-efficient Light-Emitting Diode (LED) luminaries for many of the maintenance stations statewide. This ongoing effort will replace the maintenance yard exterior lights, specifically the cobra head street lighting and wall pack light fixtures that have inefficient lighting units. The anticipated savings in energy costs will be approximately 35%-40% from the current energy usage cost.
- The Sacramento Headquarters Division of Equipment (DOE) office building was recently retrofitted with a modern HVAC (heating, ventilation, and air conditioning) system.
- The District 8 Transportation Management Center and the Southern Regional Lab campus is installing a 19-acre solar farm under a Public Private Partnership to provide lower cost electricity to these facilities.
- Caltrans plans to install 26 electric vehicle (EV) charging stations at state and district headquarters office buildings statewide. Of these, 6 are single chargers and 20 are dual chargers, for a total of 46 charging heads.
- In Fiscal Year 2012-13, the DOE purchased one battery-electric vehicle and 35 plug-in hybrid electric vehicles. The DOE developed a 3-year plan for zero-emission vehicle purchases to meet the short-term requirement of Executive Order B-16-12. Furthermore, the DOE anticipates replacing 495 light-duty vehicles (subject to available funding and vehicle replacement priorities) to meet the mandates of Executive Order B-16-12.
- In 2014, approximately 9,000 Light-Emitting Diode (LED) luminaries were installed at the Sacramento Headquarters office building in December 2014. This will result in a savings of 50% lighting electrical costs over T-8 and T-12 fluorescent lights. Furthermore, the longer useful life reduces replacement costs.
- Additionally in 2015, Caltrans' statewide District Offices plan on installing over 50,000 Light Emitting Diode (LED) luminaries in their district headquarters buildings. These LED tubes will have a longer operational life span, are 40%-50%

more energy efficient, and are more ecologically friendly than fluorescent lights presently used because they do not contain mercury.

- Americans with Disability Act (ADA) compliant drinking fountains were installed at the Sacramento Headquarters office building and the Royal Oaks warehouse to comply with ADA code requirements. The drinking fountains include a water bottle filler station with an electronic counter tracking the number of plastic water bottles saved. In 2014, over 60,000 plastic water bottles were not needed because employees and visitors utilized the reusable containers.
- In 2014, aerators were installed onto sink faucets in the Sacramento area office facilities. The aerators are rated at 0.5 gallons per minute (GPM) and save 2-3 GPM of water per sink.
- The District 1, Eureka Fire Life Safety Modernization Project currently in process at the office building includes the installation of modern T-5 fluorescent lights saving electricity and a heating and ventilation system that is designed for energy efficiency.

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Reconciliation to Previous Facilities Infrastructure Plan

(2016 FIP reconcile to 2015 FIP)

Programmed in 2014 SHOPP (Fiscal Years 2016-17 and 2017-18)

District	Facility	Project	Reconciliation	2015 FIP	2016 FIP
		There are No Facility Projects Programmed in the 2014 SHOPP for Fiscal Years 16/17 and 17/18		$0	$0
				$0	$0

Unprogrammed Projects

District	Facility	Project	Reconciliation	2015 FIP	2016 FIP
1	Equipment	Clearlake Oaks Resident Mechanic Facility Replacement	Revised Year (FY 2020-21)	$1,800,000	$1,800,000
1	Equipment	Garberville Resident Mechanic Facility Replacement	Revised Year (FY 2020-21)	$1,900,000	$1,900,000
1	Equipment	Ukiah Sub-Shop Retrofit	Revised Year (FY 2017-18)	$2,500,000	$2,500,000
3	Equipment	South Lake Tahoe Sub-Shop Facility Expansion	No Changes	$3,000,000	$3,000,000
4	Equipment	Fairfield Sub-Shop Facility Relocation	No Changes	$6,500,000	$6,500,000
4	Equipment	San Leandro Equipment Shop C Facility Renovation	Revised Year (FY 2020-21)	$3,500,000	$3,500,000
6	Equipment	Fresno Equipment Shop Replacement	Revised Year (FY 2018-19)	$25,463,000	$25,463,000
7	Equipment	Commerce Sub-Shop Replacement	Dropped Off 2016 FIP	$10,000,000	$0
7	Equipment	Southern Regional Equipment Repair Shop	New Proposed Need (FY 2016-17)	$0	$15,000,000
8	Equipment	Indio Resident Mechanics Facility Replacement	Revised Year (FY 2017-18)	$2,500,000	$2,500,000
11	Equipment	El Centro Sub-Shop Renovation	Ammended to 2014 SHOPP (FY 2015-16)	$5,000,000	$0
12	Equipment	Irvine Equipment Facility Replacement	Dropped Off 2016 FIP	$21,000,000	$0
HQ	Equipment	Division of Equipment HQ Facility Replacement	New Proposed Need (FY 2019-20)	$60,000,000	$60,000,000
1	Maintenance	Idlewild Maintenance Facility Replacement	Revised Estimate and Year (FY 2017-18)	$1,500,000	$3,000,000
2	Maintenance	Adin Maintenance Facility - Major Rehabilitation	Revised Year (FY 2016-17)	$3,600,000	$4,000,000
3	Maintenance	Auburn Maintenance Facility - Major Rehabilitation	Revised Estimate and Year (FY 2019-20)	$2,000,000	$3,000,000
3	Maintenance	Roseville Maintenance Facility - Major Rehabilitation	Revised Estimate and Year (FY 2020-21)	$1,500,000	$3,000,000
3	Maintenance	Tahoe City Maintenance Facility Replacement	New Proposed Need (FY 2018-19)	$0	$2,500,000
4	Maintenance	Petaluma Maintenance Facility - Major Rehabilitation	Dropped Off 2016 FIP	$1,500,000	$0
4	Maintenance	Queens Street Maintenance Facility - Major Rehabilitation	Revised Estimate and Year (FY 2019-20)	$1,800,000	$3,000,000
4	Maintenance	Santa Rosa Maintenance Facility Replacement	New Proposed Need (FY 2018-19)	$0	$4,000,000
4	Maintenance	Specialty Region Maintenance Facility Rehabilitation	New Proposed Need (FY 2020-21)	$0	$4,000,000
5	Maintenance	Hollister Maintenance Facility Relocation	New Proposed Need (FY 2017-18)	$0	$4,100,000
5	Maintenance	San Luis Obispo Maintenance Facility Relocation	Revised Estimate	$26,900,000	$27,000,000
7	Maintenance	Camarillo Maintenance Facility Replacement	Dropped Off 2016 FIP	$6,000,000	$0
7	Maintenance	Doran New Maintenance Facility	Revised Year (FY 2018-19)	$4,400,000	$4,400,000
7	Maintenance	Florence Maintenance Facility Replacement	Revised Year (FY 2018-19)	$1,600,000	$1,600,000
8	Maintenance	Blythe Maintenance Facility Replacement	Revised Estimate and Year (FY 2017-18)	$2,300,000	$4,000,000
8	Maintenance	Dry Creek Maintenance Facility Replacement	Revised Estimate and Year (FY 2016-17)	$2,500,000	$4,000,000
8	Maintenance	Fontana Maintenance Faciity	New Proposed Need (FY 2016-17)	$0	$17,000,000
8	Maintenance	Mountain Pass Maintenance Facility Replacement	Revised Estimate and Year (FY 2018-19)	$2,500,000	$4,000,000
8	Maintenance	Riverside Maintenance Facility Replacement	Revised Year (FY 2017-18)	$15,000,000	$15,000,000
8	Maintenance	San Bernardino Maintenance Facility Replacement	New Proposed Need (FY 2016-17)	$0	$10,500,000
11	Maintenance	Boulevard Maintenance Facility - Major Rehabilitation	Revised Estimate and Year (FY 2017-18)	$2,800,000	$3,000,000
11	Maintenance	Lake Henshaw Maintenance Facility - Major Rehabilitation	Revised Year (FY 2020-21)	$2,000,000	$2,000,000
12	Maintenance	Stanton Maintenance Facility Relocation	Revised Year (FY 2016-17)	$12,000,000	$12,000,000
				$233,063,000	$257,263,000
			Total Construction Costs:	$233,063,000	$257,263,000
				(pg vii 2015 FIP)	(pg vii 2016 FIP)

Appendix

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Infrastructure Functional and Physical Inadequacies

The California Department of Finance requests departments to provide documentation of the "infrastructure functional and physical inadequacies". The reports documenting these inadequacies are too extensive to include within this report; however, a list of documentation is provided in the table below. These documents are available upon request from Caltrans.

Facility Studies

Dist	Study	Date
1	DGS Economic Analysis	August 2007
	DGS Infrastructure Study Update	June 2006
2	DGS Facility Study and Economic Analysis	March 2007
	DGS Infrastructure Study	February 2003
	Seismic Study (Risk Level 5)	October 1997
3	Seismic Study, (Risk Level 5), Rutherford & Chekene	January 1998
	DGS Economic Analysis	September 1999
	DGS Facility Study	1994
4	Seismic Report, Degenkolb Engineer/Crosby Group	May 2004
	Physical & Numerical Performance Evaluation of Steel Monument Frames	December 2002
	DGS Seismic Assessment	1990
5	DGS Facility Study and Economic Analysis	March 2007
	DGS Infrastructure Study	February 2003
	Seismic Study (Risk Level 5), Rutherford & Chekene	January 1999
6	DGS Infrastructure Study	Cancelled
	DGS Economic Analysis	September 2000
	DGS Infrastructure Study	November 1990
8	Seismic Assessment, Wong Hobach and Lau	1998
	Seismic Study (Risk Level 4), Rutherford & Chekene	March 1998
9	DGS Feasibility Study Report, Shah Kawasaki Architects	March 2008
	DGS Feasibility Study Report	October 2007
	DGS Infrastructure Study	October 2003
10	DGS Infrastructure Study	July 2009
	Seismic Study (Risk Level 3), State Architect	September 1997
HQ	Equipment Shop, DGS Study	Cancelled
	Caltrans Headquarters, DGS Infrastructure Study	July 2006
	Caltrans Headquarters, DGS Infrastructure Study - Update	April 2007
	Long-Term Headquarters Consolidation Master Plan – Phase One	April 2010

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Calculation of "Net Need"

Caltrans projects a "net need" for office space totaling approximately 68,000 square feet (less than 3% of the statewide total).

A significant amount of Caltrans state-owned office space inventory will exceed 50 years of age during the 2016 Facilities Infrastructure Plan time-period. These facilities will require renovation or replacement. Additionally, in some geographic areas a significant[1] number of Caltrans' employees are housed in leased office space.

STATEWIDE SUMMARY OFFICE FACILITIES "NET NEED"					
	Facilities Infrastructure Plan Years				
	Year 1 FY 2016-17	Year 2 FY 2017-18	Year 3 FY 2018-19	Year 4 FY 2019-20	Year 5 FY 2020-21
New Office Building Construction[1] (location of new office building)	-	-	-	-	-
Number of Buildings Vacated[2] (due to new office building construction)	-	-	-	-	-
Number of Leases Eliminated[3] (due to new office building construction)	-	-	-	-	-
Office Space "Supply"[4] (net square feet of owned and leased space)	3,008,253	3,008,253	3,008,253	3,008,253	3,008,253
Office Space "Demand"[5] (220 net square feet per person)	3,076,260	3,076,260	3,076,260	3,076,260	3,076,260
Office Space "Net Need"[6] (supply less demand - in square feet)	*(68,007)*	*(68,007)*	*(68,007)*	*(68,007)*	*(68,007)*
Office Space "Net Need"[7] (supply less demand - as a percentage)	*(2.26)%*	*(2.26)%*	*(2.26)%*	*(2.26)%*	*(2.26)%*

Chart Footnotes:
1) Actual and proposed construction of office facilities by location and fiscal year.
2) The number of office buildings vacated due to the actual or proposed new office facilities.
3) The number of leases terminated due to the actual or proposed new facilities.
4) The amount of office space statewide, stated in net square feet (nsf), based upon the actual inventory of space.
5) The amount of office space needed statewide, stated in net square feet (nsf), based upon 220 nsf per staff person and that office-related positions statewide are assumed stable at 13,983.
6) The surplus or shortage of office space statewide, stated in net square feet (nsf), based upon the actual inventory and the amount needed.
7) The surplus or shortage of office space statewide, stated as a percentage.

[1]Executive Order W-18-91 states that, "The State shall, where possible and feasible, own those real estate facilities necessary for State operations, where the need for the facility is long-term and ownership is economically advantageous over the life of the facility."

Office Facilities "Net Need"

Fiscal Years 2016-17 through 2020-21

District	Address		Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" *(Owned Gross & Leased)*	District Total "net space" *(Owned Net & Leased)*	*Other*
District Office Facilities									
D 1	1656 Union Street	Eureka	O	80,800	56,560				
	TMC, 1656 Union Street	Eureka	O		*(230)*				
	1656 Union Street (Modular)	Eureka	O	4,176	2,923				
	1835 6th Street (Modular)	Eureka	O	6,480	4,536				
	District Totals:			**91,456**	**63,789**	**0**	**91,456**	**63,789**	***0***
D 2	1657 Riverside Drive	Redding	O	47,851	33,496				
	TMC, 1657 Riverside Drive	Redding	O		*(830)*				
	1031 Butte Street	Redding	L			47,027			
	District Totals:			**47,851**	**32,666**	**47,027**	**94,878**	**79,693**	***0***
D 3	703 B Street	Marysville	O	230,000	160,444				
	2379 Gateway Oaks Drive	Sacramento	L			6,260			
	District Totals:			**230,000**	**160,444**	**6,260**	**236,260**	**166,704**	***0***
D 4	111 Grand Avenue	Oakland	O	750,000	525,000				
	TMC, 111 Grand Avenue	Oakland	O		*(10,200)*				
	1007 Knox Avenue	San Jose		14,742	10,319				
	District Totals:			**764,742**	**525,119**	**0**	**764,742**	**525,119**	**-**
D 5	50 Higuera Street	San Luis Obispo	O	41,700	29,190				
	TMC, 50 Higuera Street	San Luis Obispo	O		*(1,500)*				
	20 Higuera Street (Vacant)	San Luis Obispo	O						*7,500*
	1150 Laurel Lane (Or equivalent)	San Luis Obispo	L			44,459			
	3232 S. Higuera Street	San Luis Obispo	L			8,224			
	District Totals:			**41,700**	**27,690**	**52,683**	**94,383**	**80,373**	***7,500***
D 6	1352 W. Olive Street	Fresno	O	78,000	60,000				
	TMC, 1352 W. Olive Street	Fresno	O		*(3,065)*				
	2015 E. Shields Avenue	Fresno	L			98,575			
	855 M Street	Fresno	L			50,773			
	District Totals:			**78,000**	**56,935**	**149,348**	**227,348**	**206,283**	***0***
D 7	100 S. Main Street	Los Angeles	O	716,200	501,340				
	Space adjustment: 100 S. Main Street 11th floor	Los Angeles	O		*(47,000)*				
	Space adjustment: 100 S. Main Street LADOT	Los Angeles	O		*(98,486)*				
	950 County Square Drive	Ventura	L			487			
	District Totals:			**716,200**	**355,854**	**487**	**716,687**	**356,341**	***0***
D 8	464 W. 4th Street	San Bernardino	O	336,000	282,125				
	Space adjustment: 464 W. 4th DGS Space Assignments	San Bernardino	O		(114,778)				
	District Totals:			**336,000**	**167,347**	**0**	**336,000**	**167,347**	***0***
D 9	500 S. Main Street	Bishop	O	20,250	14,175				
	TMC, 500 S. Main Street	Bishop	O		*(400)*				
	500 S. Main Street (Modular Traffic Ops.)	Bishop	O	4,986	3,490				
	500 S. Main Street (Modular Design)	Bishop	O	5,040	3,528				
	500 S. Main Street (Modular IT)	Bishop	O	2,894	2,026				
	500 S. Main Street (Modular Mtce. Engineering)	Bishop	O	4,326	3,028				
	District Totals:			**37,496**	**25,847**	**0**	**37,496**	**25,847**	***0***

Office Facilities "Net Need"

Fiscal Years 2016-17 through 2020-21

District	Address		Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" *(Owned Gross & Leased)*	District Total "net space" *(Owned Net & Leased)*	*Other*
District Office Facilities (continued)									
D 10	1976 E. Dr. Martin Luther King Jr. Blvd.	Stockton	O	64,574	45,202				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. R/W)	Stockton	O	5,760	4,032				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Plan/LA)	Stockton	O	5,760	4,032				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Permits)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Safety)	Stockton	O	960	672				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Admin)	Stockton	O	3,520	3,002				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. TMC)	Stockton	O		*(2,200)*				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Surveys I)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Surveys II)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Video Conf.)	Stockton	O	960	672				
	District Totals:			**90,174**	**61,460**	**0**	**90,174**	**61,460**	***0***
D 11	4050 Taylor Street	San Diego	O	301,000	221,447				*15,428*
	4024 Taylor Street (Vacant Arch. Build.)	San Diego	O						*2,345*
	District Totals:			**301,000**	**221,447**	**0**	**301,000**	**221,447**	***17,773***
D 12	3337-3347 Michelson Drive	Irvine	L			151,453			
	District Totals:			**0**	**0**	**151,453**	**151,453**	**151,453**	***0***
	Geographical District Totals:			**2,734,619**	**1,698,598**	**407,258**	**3,141,877**	**2,105,856**	***25,273***
Regional Office Facilities									
D8	21073 Pathfinder Road Suite 200 (Lab)	Diamond Bar	L			8,950		8,950	
	Regional Totals:			**0**	**0**	**8,950**	**8,950**	**8,950**	***0***
State Headquarters Facilities									
HQ	1120 N Street	Sacramento	O	462,392	365,590				
	1120 N Street (CTC leased space)	Sacramento	O		*(4,628)*				
	5900 Folsom Boulevard (Lab)	Sacramento	O	15,146	10,602				
	5900 Folsom Boulevard (Lab; quad I)	Sacramento	O	6,480	4,536				
	5900 Folsom Boulevard (Lab; quad II)	Sacramento	O	6,480	4,536				
	5900 Folsom Boulevard (Lab; quad III)	Sacramento	O	6,480	4,536				
	1900 Royal Oaks Drive (Office space only)	Sacramento	O	9,757	6,830				
	1801 30th Street (FM1)	Sacramento	L			160,900			
	1727 30th Street (FM3)	Sacramento	L			123,736			
	1820 Alhambra Boulevard (FM2)	Sacramento	L			87,423			*1,463*
	1823 14th Street (Backfill)	Sacramento	L			28,181			
	1500 5th Street (Backfill 2415-001)	Sacramento	L			25,248			
	1500 5th Street (2nd floor 2415-003)	Sacramento	L			5,631			
	1500 5th Street (2nd floor 2415-004)	Sacramento	L			3,804			
	1304 O Street	Sacramento	L			18,695			
	1616 29th Street	Sacramento	L			18,101			
	1227 O Street	Sacramento	L			17,000			
	1515 River Park Drive Suite 210	Sacramento	L			6,642			
	3390 Lanatt Street	Sacramento	L			3,769			*26,146*
	1115 P Street	Sacramento	L			2,315			
	State Headquarters Totals:			**506,735**	**392,002**	**501,445**	**1,008,180**	**893,447**	***27,609***
	Grand Totals:			**3,241,354**	**2,090,600**	**917,653**	**4,159,007**	**3,008,253**	***52,882***

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Categories for Existing Infrastructure

1. Critical Infrastructure Deficiencies. Condition of existing facilities impairs program delivery or results in an unsafe environment. Such projects would correct conditions that significantly limit the efficiency and effectiveness of program delivery. Also included are projects that correct code deficiencies that pose a hazard to employees, client populations, or the public, such as compliance with Fire Marshal regulations, flood control projects, seismic projects, and health related issues such as asbestos abatement and lead removal.

2. Facility/Infrastructure Modernization. Building is structurally sound but modernization of facility will result in an upgrade or betterment that will enable or enhance program delivery. Such projects could include lighting, HVAC, utilities (sewer, water, electrical) and remodeling of interior space to increase efficiency.

3. Workload Space Deficiencies. Additional space required to serve existing programs because of increased workload (not Enrollment/Caseload/Population (E/C/P) based). Within this category departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.

4. Enrollment/Caseload/Population (E/C/P). Changes to E/C/P estimates resulting in a reduction or increase in the amount of existing space needed or a change in the use of existing space.

5. Environmental Restoration. Land restoration or modification for environmental purposes. Examples include wetlands restoration for habitat purposes.

6. Program Delivery Changes. Modifications to existing facilities necessitated by authorized changes to existing programs or newly required programs.

Categories for New Infrastructure

7. Workload Space Deficiencies. Additional space required to serve existing programs because of increased workload (not E/C/P based). Within this category departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.

8. Environmental Acquisitions and Restoration. Land acquisitions and restoration of newly acquired land for the improvement or protection of wildlife habitat.

9. Public Access and Recreation. Acquisitions or projects to facilitate, or allow public access to state resources and landholdings such as coastal and park acquisitions as well as development of access points to beaches for recreation or for open space preservation.

10. Enrollment/Caseload/Population (E/C/P). Changes to E/C/P estimates resulting in the need for additional space.

11. Program Delivery Changes. New facility needs resulting from authorized changes to the existing program delivery systems.

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Critical Infrastructure Deficiencies

Fire and Life Safety applies "minimum standards for the prevention of fire and for the protection of life and property against fire, explosion, and panic"[3].

Seismic Deficiency takes into account both seismic rating of the facility (Seismic Risk Level) along with the geographic tendency (Seismic Zone) to a seismic event.

- Seismic Risk Level identifies the risk level (I through VII) as defined by the California Department of General Services.
- Seismic Zone identifies Type "A", "B", or "C" Faults as defined in the Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada, to be used with the 1997 Uniform Building Code, published by International Conference of Building Officials, February, 1998.

Building Deficiencies evaluates on a "cost to cure" basis Building Systems and Tenant Improvements.

- Building Systems include infrastructure such as heating, ventilation, and air conditioning (HVAC); electrical wiring; plumbing; security; fire alarm; and elevators.
- Tenant Improvements include any tenant-added infrastructure in/on the property.

Code Deficiencies examines … "non-critical Fire and Life Safety issues, and all other code deficiencies except Americans with Disabilities Act requirements"[4].

Facility/Infrastructure Modernization

Operational Deficiencies examines the functional utility, or efficient use, of the existing space of the infrastructure.

American With Disabilities Act (ADA) Compliance considers how the existing facility fulfills ADA requirements.

Energy Inefficiencies considers inefficient energy-related systems, such as windows, heating, air-conditioning, gas lines, and water supply.

Security Deficiencies assesses employee and community exposure to criminal activity and other outside threats.

Effective Age evaluates the overall condition of infrastructure taking into account its actual age. Well-maintained infrastructure will have a lower effective age than poorly maintained infrastructure.

[2] DOF and Caltrans staff met February 23, 2005 to review Caltrans' drivers. The result of that and previous meetings is the agreement that Caltrans' drivers are appropriate for the Existing Infrastructure classification.
[3] Source: State Fire Marshal, Title 19. Public Safety, Division 1, Chapter 1, Subchapter 1, Article 1.
[4] Source: State Administrative Manual; Section 6839.

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ALTERNATIVES TO UTILIZING THE CAPITAL OUTLAY PROCESS

State departments are required to explore non-capital outlay alternatives that can be utilized to address net needs. The California Department of Transportation (Caltrans) office space needs are currently met by a combination of state-owned and leased office space. Alternatives that may be considered in lieu of the capital outlay process include: leasing office space, changing program/project delivery methods, alternative work schedules, and public-private partnerships.

Lease Office Space

Utilizing short and/or long-term leased office space may result in increased support costs and may not be cost effective over the long term. Additionally, Executive Order W-18-91 states that, "The State shall, where possible and feasible, own those real estate facilities necessary for State operations, where the need for the facility is long-term and ownership is economically advantageous over the life of the facility."

Change Program/Project Delivery Methods

This alternative would encompass changes that would reduce staffing levels and the corresponding level of office space needs. This alternative may not be cost effective or efficient and could result in a negative impact on Caltrans' project delivery efforts.

Alternate Work Schedules/Telework/Hoteling

Caltrans will consider, when appropriate, the use of Telework as a viable management tool (where work performance can be measured) to improve the effectiveness and productivity of employees, optimize facility utilization, and improve asset management without jeopardizing safety, internal controls, Caltrans' needs, or services to the public.

Caltrans may use the Telework option, when viable, as one of the strategies to improve safety, mobility, delivery, stewardship, and service by reducing traffic congestion, improving air quality, or effectively resuming business as part of a disaster recovery or emergency. This policy recognizes the business, societal, and personal benefits made available through a carefully planned and well-managed Telework Program.

Public-Private Partnerships

Caltrans will seek public-private partnerships as authorized by the California Legislature.

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BUDGET LETTER

NUMBER: 14-20	
SUBJECT: CAPITAL OUTLAY FIVE-YEAR INFRASTRUCTURE PLANBUDGET SUBMISSION FOR 2015-16, AND IMPLEMENTATION OF FINANCIAL INFORMATION SYSTEM FOR CALIFORNIA (FI$CAL)	DATE ISSUED: August 22, 2014
REFERENCES: STATE ADMINISTRATIVE MANUAL SEC 6821, ET. SEQ. AND AB 1473 (CHAPTER 606, STATUTES OF 1999)	SUPERSEDES: BL 11-09

TO: Agency Secretaries
Department Directors
Department Budget and Accounting Officers
Department of Finance Budget and Accounting Staff

FROM: DEPARTMENT OF FINANCE

NOTE: Budget Officers are requested to forward a copy of this Budget Letter to the Department's Facilities Manager as well as program personnel with capital outlay infrastructure needs.

Deadlines and Deliverables	
September 2, 2014	**Five-Year Infrastructure Plans, including all required supporting documentation, due to your Department of Finance budget analyst.**
October 1, 2014	**Deferred Maintenance Information.**
	FI$CAL Capital Outlay Instructions

This Budget Letter (BL) provides detailed instructions and due dates for submitting Major and Minor Capital Outlay Budget Change Proposals (COBCPs), Five-Year Infrastructure Plans, and deferred maintenance information. This BL also provides information regarding FI$Cal that affects all departments with capital outlay programs.

Major COBCPs; detailed Minor COBCPs and a summary Minor COBCP, if applicable; and Five-Year Infrastructure Plans are due by **September 2, 2014**, as indicated in BL 14-05. Deferred maintenance information is due by **October 1, 2014.** Any state agency with capital outlay needs in 2015-16 through 2019-20 must submit a Five-Year Infrastructure Plan, including the necessary COBCPs and/or Capital Outlay Concept Papers (COCPs) as detailed in this BL.

1. Submittal of the 2015 Five-Year Infrastructure Plans, COBCPs, and COCPs.

A. FIVE-YEAR INFRASTRUCTURE PLANS

The Governor is required to annually submit a Five-Year Infrastructure Plan in conjunction with the Governor's Budget. The 2014 Infrastructure Plan evaluated the state's infrastructure needs in the overall context of available funding sources, what the state could afford, and how the state could grow in the most sustainable way possible. The 2014 Infrastructure Plan focused the limited available resources on core state responsibilities. The 2015 Infrastructure Plan will update the 2014 Infrastructure Plan keeping the same principles in mind. The 2014 Infrastructure Plan can be

STATE OF CALIFORNIA

found at the following link: http://www.dof.ca.gov/capital_outlay/reports/documents/2014-Infrastructure-Plan_WEB.pdf. As stated in the 2015-16 Budget Policy Letter (BL 14-12), in order to maintain a structurally balanced budget, departments' ability to submit COBCPs for the 2015-16 Budget remains limited, regardless of funding source. COBCPs should only be submitted for the 2015-16 Budget that are either for (a) existing or ongoing capital outlay projects, or (b) new capital outlay projects, if critical, such as fire/life safety, or court ordered projects.

In addition to the required COBCPs and COCPs described in more detail below, departments are reminded they also need to submit, as part of their plans, the following narrative information to their Finance budget analyst if they have a capital outlay need:

- Department's mission and program responsibilities
- Description of the department's existing facilities
- Summary of the department's drivers of infrastructure need
- Summary of the department's proposal, and
- Description of how their plan is consistent with AB 857 (Chapter 1016, Statutes of 2002) Planning Guidelines.

Departments included in the 2014 Infrastructure Plan are not required to submit a revised narrative for mission and program responsibilities, description of its existing facilities, and drivers of need if there are no changes or required updates from what was included in the 2014 Infrastructure Plan.

Departments not included in the 2014 Infrastructure Plan should use the 2014 Infrastructure Plan as a guideline when developing their narrative sections. The narrative document should be emailed to their capital outlay Finance budget analyst by September 2, 2014.

AB 857 Planning Guidelines: All Five-Year Infrastructure Plans must consider the state planning priorities, as required by Government Code section 65041.1, including, but not limited to the following:

- Promote infill development by rehabilitating existing infrastructure.
- Protect environmental and agricultural resources by protecting and preserving the state's most valuable natural resources.
- Encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth.

All state entities are required to provide a narrative explanation of how these planning priorities have been incorporated into their five-year infrastructure plan on a statewide basis as it relates to programmatic drivers and infrastructure needs as reported in the Five-Year Infrastructure Plans. If your department has policy documents, guidance, or processes for assessing consistency with California's Planning Priorities that are useful in designing and selecting projects to implement your infrastructure plan requests, list these instruments and web links in the narrative section of your infrastructure plan.

Because these planning priorities are most relevant at the project level, **the COBCP includes a section to describe how each project is or is not consistent with these statewide planning priorities.** Additional justification must be provided for projects that are not consistent with these statewide planning priorities to be considered for funding.

B. MAJOR CAPITAL OUTLAY

All COBCPs and COCPs for all *major* capital outlay projects proposed for the 2015-16 Governor's Budget and the 2015 Five-Year Infrastructure Plan must be submitted to Finance no later than **September 2, 2014**.

Reminder—State agencies requesting new or expanded facilities must clearly demonstrate how existing facilities do not meet programmatic needs and keep in mind the Administration's desire to fund critical core state infrastructure within limited available resources.

- **Documents Required to Request Capital Outlay Funds:**
  - ✓ For budget year and project specific out-year proposals included in the Five-Year Infrastructure Plan: COBCP(s) as described in Attachment 1 and Fiscal Impact Worksheet (FIW) as described in Attachment 4.
  - ✓ For conceptual proposals: COCP(s) as described in Attachment 3 and FIW as described in Attachment 4.
  - ✓ For **ALL** proposals: COBCPs, COCPs, and FIWs **must be submitted electronically as Word documents or Excel spreadsheets to the appropriate Finance capital outlay budget analyst**.
  - ✓ All documents submitted to Finance must also be provided in hard copy.
- **When to Prepare a COBCP:** Complete COBCPs are required for all new projects or capitalized leases (See Attachment 1) proposed for inclusion in the 2015-16 Governor's Budget. For continuing phases of previously funded projects, departments must submit a complete COBCP and FIW; *any* changes to the cost or scope of the project must be clearly identified and justified.
- **Requesting Budget Packages:** Budget packages are used to verify feasibility, scope, and costs of projects. Finance may utilize infrastructure planning funds for budget packages when Finance determines a budget package is required for a specific project and funding is not otherwise available. Departments may submit requests to Finance to fund specific budget packages or utilize departmental support funds to contract with the Department of General Services (DGS), Real Estate Services Division, prior to submission of COBCPs. However, use of support funds does not guarantee future funding of a project, so departments are advised to check with Finance prior to initiating their own budget package.
- **Agency Review and Distribution:** Five-Year Plans, including COBCPs and COCPs must be approved by the Agency Secretary, as applicable, *prior to* submission to Finance. After agency approval, submit:
  - ✓ Three copies to: Department of Finance, Capital Outlay Unit, 915 L Street, Ninth Floor. (Submit *four* copies to the Capital Outlay Unit for projects based on enrollment/caseload/population changes, program workload adjustments, or program policy changes [the additional copy will be given to the Finance support analyst]).

These copies are in addition to any copies that the Agency Secretary may require.

- **Major Capital Outlay Budget Reminders:**
  - ✓ A capital outlay appropriation is required for the acquisition of real property or any lesser interest in real property (includes, but not limited to, capitalized leases, easements, purchase options, and rights-of-way), except as otherwise authorized.
  - ✓ All major capital outlay projects are subject to the administrative oversight of the State Public Works Board (PWB) unless specifically exempted. Departments must follow PWB and

Finance administrative requirements when implementing projects. Questions on these requirements should be directed to the Finance Capital Outlay Unit at (916) 445-9694.

- ✓ Augmentations to capital outlay appropriations may be made by the PWB in accordance with GC section 13332.11, through the Budget Act, or through special legislation.
- ✓ Project scope may ***not*** be altered except in conformance with GC section 13332.11. Finance determines which project changes are classified as scope changes. Project managers and departments must review potential scope changes with the Finance Capital Outlay Unit. **Unapproved scope changes may result in project termination.** To avoid project termination, it is recommended that departments exercise caution and discuss any potential scope changes with Finance **before** proceeding with those changes.
- ✓ Funds may not be transferred between major capital outlay projects, unless specifically authorized in the Budget Act or by other statute.
- ✓ Capital outlay appropriations and reappropriations are generally available for three years. However, appropriations for preliminary plans and working drawings are only available for encumbrance for one year. Construction appropriations are available for encumbrance for up to three years, but revert at the end of the first year of appropriation if Finance has not allocated the funding through fund transfer or approval to proceed to bid (see Section 1.80 of the 2014 Budget Act for current availability periods for all project phases).

C. MINOR CAPITAL OUTLAY

Minor capital outlay is any project under **$634,000** which has been specifically budgeted as a minor project and which a department has been authorized to implement directly pursuant to Public Contract Code section 10108. Resources Agency capital outlay projects up to $872,000 may be budgeted as minor projects with the concurrence of Finance. Departments may not circumvent the budget process by "piecemealing" larger projects through several minor projects.

- **Deadlines and Distribution**: Minor capital outlay projects are included in the five-year program as a lump sum for each of the five years. A single summary COBCP is also required for minor projects. Send two copies to Finance and two copies to DGS.
  - ✓ **Augmentations**: A minor capital outlay project is not subject to PWB oversight, and by practice the PWB does not augment projects not subject to its approval. However, Finance may authorize increases to the amount approved for a minor project by redirection within the department's minor program within the same fiscal year if the increase does not result in a project that exceeds the minor capital outlay limit as set forth in Public Contract Code section 10108.

2. DEFERRED MAINTENANCE

For the first time, the 2014 Infrastructure Plan highlighted the state's deferred maintenance need that is traditionally funded as part of a department's operations budget. The 2014 Infrastructure Plan estimated the statewide deferred maintenance need to be $64.6 billion. The 2015 Infrastructure Plan will update this estimate.

Departments are required to provide a detailed list of their identified deferred maintenance need, if one exists, to their capital outlay Finance budget analyst by **October 1, 2014**. The list should include the following information: department name, project location, project title/description, and estimated project cost. To the extent possible, the projects should be in priority order. This information should be submitted in an Excel format consistent with the template provided in Attachment 5. This template can be emailed to each department upon request. Please note that the identified deferred maintenance

needs of each department should be reviewed and approved by their respective agencies prior to submittal to Finance.

While Finance is collecting this information for the 2015 Infrastructure Plan, it is not known at this time if any additional funding will be available in the 2015-16 Governor's Budget to address these needs. Regardless, departments must submit their estimated deferred maintenance needs to their capital outlay Finance budget analyst, recognizing that these needs will be considered along with other Administration priorities during the budget development process.

3. FI$CAL Capital Outlay Update Instructions

As noted in BL 14-07, Wave 1 departments are not anticipated to have capital outlay projects. All other departments (non-Wave 1) with a capital outlay request are required to submit signed hard copies and electronic copies of their COBCPs, COCPs, and FIWs. The electronic and hardcopies will be used by Finance staff to enter the project data into FI$Cal.

Departments can submit their requests on the existing COBCP, COCP and FIW forms available prior to this BL or the slightly modified forms provided with this BL and available on Finance's website. Any COBCPs included in the 2015 Infrastructure Plan will need to be on the new forms prior to January 5, 2015. Program, Project, and Subfund information can be found at the following link: http://www.dof.ca.gov/FISCal_Resources/view.php.

If you have any questions, please contact your Finance capital outlay budget analyst at (916) 445-9694.

/s/ Karen Finn

Karen Finn
Program Budget Manager

Attachments

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EQUIPMENT SERVICE CENTER FACILITY DESIGN GUIDELINES[1]

The Equipment Service Center (EqSC), after discussions with Office of Structures Design, Headquarters Maintenance Program, and Transportation Programming have reached concurrence that the attached Equipment Shop facilities design guidelines shall be made integral to the Maintenance Station Design Manual and implemented by the Districts during the project scoping process. These guidelines shall be recognized as minimal standards when designing facilities for EqSC use.

It is also recognized that the EqSC's long-term "Master Plan" for siting of facilities, such as Resident Mechanic facilities, SubShops, and Main Shops, is reactive to the needs and actions of its various service group customers. No significant changes of numbers or locations of facilities are currently projected other than those addressed in the 1997 Equipment Service Facilities Location Assessment. Replacement of existing facilities that reach service life expectancy will be addressed as appropriates.

Shop Functions

HEADQUARTERS FACILITY

The function of the Headquarters' Facility is the management, research, development, specifications, procurement, component fabrication, assembly, repair and disposal of fleet equipment.

DISTRICT SHOP FACILITIES

The function of the District Shop is to fully support fleet equipment within the shop's area of responsibility. The district shop supports field personal and may support one or more Subshops. District Shop personnel include superintendent, clerical staff, supervisors, parts personnel, and repair personnel. District Shops are divided into three "grades". According to the size of the fleet they support:

A Grade 1 shop supports from 450 to 750 units.
A Grade 2 shop supports from 850 to 1,000 units.
A Grade 3 shop supports from 1,300 to 3,000+ units.

SUBSHOP FACILITIES

Subshops support concentrations of equipment in areas that cannot be conveniently serviced by the District Shop Subshop personnel include parts personnel; supervisor(s) and three to ten repair personnel.

FIELD MECHANIC FACILITY

Field mechanics provide support wherever needed to most fully support fleet equipment. The goal of field mechanics facilities is to improve service, reduce travel and reduce downtime. They are staffed by one to three Heavy Equipment Mechanics. Neither parts personnel nor supervisors are stationed at field mechanic facilities.

DISTRICT EQUIPMENT SHOPS and SUB-SHOPS

[1] In concurrence: A.D. Wells, Director Equipment Service Center; Randell H. Iwasaki, Program Manager, Maintenance Program; John L. Allison, Deputy Director , Engineering Service Center; Structures, Jim Nicholas, Program Manager, Transportation Programming.

Standard Features and Options

Communications Closet

All District Shops and Subshops shall have a communications closet to house telecommunications and computer equipment, i/e., servers, junction boxes, hubs, etc.

Compressed Air

Compressed air outlets will be provided at the end of each stall and wherever else convenient to the repair and welding bays. Outlets will also be provided in the machine shop area. The shop shall be equipped with air compressor(s) and plumbing capable of providing 25 CFM to each repair bay at no less than 120 PSI at the outlets. Outlets shall be provided near doorways, for outside use.

Cranes

Shops will be equipped with powered, three ton, two-speed 4 directional, raise/lower bridge cranes. A five-ton bridge crane may be substituted for one of the three-ton bridge cranes with adequate justification. Cranes for use by field mechanics need to be justified, and will be considered case by case.

Crew Room/Customer Waiting Area/Meeting Room

A crew room will be provided for a break area for the crew members. Size will be determined by the number of personnel assigned at the location, and appropriate field staff. This area should be equipped with a sink, counter, and area for a refrigerator. When sized appropriately, this area can satisfy need for EqSC customer waiting area.

Electrical

A 480V, 3-phase outlet should be supplied to alternate ends of each repair bay. Welding bays shall have 480V, 3-phase outlets at each end of the bay and one in the middle of the bay. A 120V, 1-phase outlet should be available at each end of every bay and wherever else they can be included in the shop design, to include overhead, between bays and outside. Other outlets shall be provided as identified at time of design. Adequate cabling for phone lines, PC modem and fax/data transmission to be included, both in the shop and in the Supervisors offices.

Emergency Shower/Eyewash

Emergency shower(s) and eyewash(s) shall be located inside repair and welding bays.

Heating

Shop heaters shall be blower type to provide maximum warmth at floor level. Heated floors will be acceptable in snow regions. Coolers shall be provided as appropriate.

In-Floor-Tie-Downs

One set of in-floor-tie-downs will be provided in the welding bay. If the shop does not have a welding bay, the tie-downs will be located in a repair bay.

Lighting

Interior lighting should be adequate for routine night operation of equipment repair. Lights should be mounted as low as possible to light the undercarriage of vehicles. Adequate exterior lighting will be provided to allow equipment to be repaired on the apron at night. Security lighting will be provided throughout the yard.

Locker Room/Rest Rooms

A crew room will be provided for a break area for the crew members. Size will be determined by the number of personnel assigned at the location, and appropriate field staff.

Standard Features and Options - continued

This area should be equipped with a sink, counter, and area for a refrigerator. When sized appropriately, this area can satisfy need for EqSC customer waiting area.

Lubrication Equipment
Lube reels will be provided in service bays designated for vehicle lifts. Additional lubrication equipment will require justification.

Machine Shop & Component Repair Area
Machine shop and component repair area will be provided in main shops and larger subshops only. Any area will be provided between the supervisor's office and the Parts Department for a machine shop, tool storage and component rebuild. This area will vary based on justification and needs, but may require movable benches, and extra lighting.

Overhead Doors
All repair and welding bays will be equipped with 15' high overhead doors with electric operators. A 15' vertical clearance shall be maintained throughout the bay.

Parts Department
Grade 1 Shops:
The Parts Department will be located at one end of the shop across from the Supervisor's office.

Grade 2 and 3 Shops:
The Parts Department will be located in the center of the shop across from the Supervisor's office.

The Parts Department will be comprised of a parts storage area, parts counter, parts office and, a 150 sq. ft. office for the parts manager. The office will be adjacent and visible to the parts counter. A separate, non-conditioned area or building will be provided for the storage of tires, wear parts, lubricants, stock steel, etc. Size of these areas varies and will be determined by the fleet makeup and the amount of these items stocked. A powered overhead door to the parts storage area will require a number of computer terminals, a FAX and a copier as well as records storage area and parts manual storage area.

Repair Bays
Where ever possible, drive-through type bays should be used.

Type of Facility	Type of Bay	Length	Width
Resident Mechanic (counts as two bays configured end-to-end)	Drive-through	80'	25'
Resident Mechanic	Drive-in	55'	25'
Shop/Subshop	Drive-through	80'	25'
Shop/Subshop	Drive-in	60'	25'

Number of bays shall be determined by using the formula:

$$B = \frac{2 \times M}{3}$$

Where:
B = number of 80' long repair bays and
M = number of mechanics assigned to the shop

Sealed concrete should be used for bay floors, with slab joints at the sides of the bay rather than in the middle of the bays. Floors shall be smooth and level. All bays will be equipped with a vehicle exhaust evacuation system for both diesel and gasoline powered vehicles. Overhead design is preferred. Additional repair bays require adequate justification.

Shop Supervisors Office
Resident Mechanic: Provide 240 sq. ft. of office/parts storage area.
Traveling Mechanics: Provide 120 sq. ft. parts storage area.
Grade 1 Shops: Provide a supervisor's office at one end of the shop for two people.
Grade 2 Shops: Provide a supervisor's office located in the middle of the shop for three people.

Space allocation will be 150 sq. ft. for the first supervisor and 120 sq. ft. for each additional supervisor/LHEM. Offices will be of sufficient size to accommodate computer terminals, FAX, copier, radio base station, file cabinets and reference library. (A field supervisor may be located with the shop supervisors.)

Superintendent's Office
The Superintendent's office area can be either attached to the shop building or separate. The size and make-up of the area will be determined at the time the fact sheet is drawn up and the staffing within the office is identified. Areas will need to be provided for clerical staff and offices as needed. A conference room may be included with adequate justification. Security gates or doors at lobby, should be included as appropriate.

Vehicle Lifts
One standard, 60,000 lbs, four-column electro mechanical vehicle lift will be provided, per facility. Additional lift(s) require adequate justification.

Welding Bays
Welding bays are the same size as repair bays. One end of welding bay will be equipped with in-floor be-downs. Welding bays should be isolated from work bays by a full floor to ceiling wall of required fire rating. A self-closing walk through door and an overhead door shall be provided for the movement of personnel and parts between the welding and the repair bays. Each Grade 1 District Shop will have one full welding bay. All Grade 2 and 3 District Shops will have two full-welding bays. Subshops will not have a separate welding bay unless justified. Resident Mechanic facilities will not have dedicated welding bays. Additional welding bays require adequate justification.

Work Benches
Work benches mill be provided at each bay. Bench tops shall be heavy gauge steel.

DISTRICT EQUIPMENT SHOPS and SUB-SHOPS

Standard Features and Options

A. APPURTENANT STRUCTURES

Antifreeze Storage
Each shop will be provided an outside covered area adjacent to the shop with a 200-gallon double containment type tank for fresh antifreeze mix. A 200-gallon double containment type tank will also be included in this area for antifreeze.

Fencing/Security
Yard shall be completely security fence. Building will be protected with adequate motion sensing alarm system.

Hazardous Materials Storage Area
Each shop and subshop will be provided an area for hazardous materials storage. The area should be fenced and covered and the floor sealed concrete with a berm to contain any spillage. Usable area should be a minimum of 15' x 20'. An all metal building with a containment type floor system, specifically designed for hazardous waste storage may be utilized, when provided with forklift access ramp.

Outside Parts Storage Areas
Secure outside storage areas will be provided as required by the needs of the particular shop. Some of area may need to be covered to protect parts from the environment.

Paint Booth
A down-draft style pain booth shall be an option at District Shop facilities which have sufficient justification and providing that required permits can be obtained. Paint booths will also require a flammable paint storage locker.

Parking Areas
Visitors parking will be located so as to reduce or eliminate visitor access to the rest of the shop yard. The amount of employee parking required will be determined by standard design guidelines for the staffing level of the shop. Parking area equivalent to 5 percent of the fleet will be provided for parking equipment awaiting repairs, assignment and delivery. Appropriate signage will be located through out the facility for all buildings.

Radio Tower and Pad
Available as designed by telecommunications.

Surveyed Vehicle Storage Area
Each shop shall have reasonable access to a secure fenced parking area for the storage of surveyed vehicles awaiting sale. Parking area shall be equivalent to 10 percent of the assigned fleet.

Used Oil Storage
Each shop will be provided a covered, minimum 300-gallon double containment type used oil storage tank. Adequate weather protection to be provided. A pump(s) and plumbing shall be provided to deliver the used oil to the tank from a collection point(s) within the shop. Approved, mobile, interior tanks may be considered for substitution.

Vehicle Wash Rack
Each shop shall have convenient access to a vehicle wash rack. On-site wash racks shall be equipped with a high pressure, hot water cleaner and a waste water treatment system. All shops shall have a
single bay wash rack, not less than 60' x 25' minimal height. Additional bays may be included at a Grade 3 shop with adequate justification.

DESIGN STANDARDS

Subshop Standard Design

Larger subshops (i.e., five mechanics or more) will be constructed similar to a Grade 1 shop, except without the Superintendent's office. Smaller Subshops will be designed to the requirements of the areas.

RESIDENT MECHANIC FACILITY STANDARD DESIGN
A building to house one to three resident mechanics will be constructed similar to the design of the Mt. Shasta mechanics' building. Justification and sizing of the building will be in accordance with the June 8, 1992 Memorandum from John Allison to all District Directors addressing the "Process for Determining Needs for Dedicated Field Equipment Repair Facilities". Minor changes may be made at time conceptual report is written up if they are justified.

UTILIZING THE EQUIPMENT SERVICE CENTER "STAFFING MODEL" TO JUSTIFY LAND AND BUILDING NEEDS

The Equipment Service Center "Staffing Model" may be utilized when justifying facilities. The model is used by inputting the mobile equipment compliment of the area involved.

DISTRICT SHOP FACILITY

Input into the model all equipment in the shop's fleet.

Repair Bays

Total Average Repair Hours + Other Paid Time Hours = Total PYs Expended
1984 Hrs/PY

Total PYs Expended – Subshop Mechanics – PYs Expended in Field = District Shop PYs.

District Shop PYs x 2 = Number of 80' Drive-Through Bays Needed

Supervisor Personnel

Sup. Needed Hours – Subshop Supervisors = District Shop Supervisors
1984 Hrs/PY

This may include both shop supervisors and field supervisor(s); does not include Superintendent.

Parts Personnel

Parts Staff Needed Hours = Total Parts Personnel for all Shop Facilities
1984 Hrs/PY

Total Parts Personnel – Subshop Parts Personnel = Number of Parts Personnel Assigned to District Shop

Staff Personnel

Office, Staff Needed Hours
1984 Hrs/PY = Total Office Personnel Assigned to District Shop Includes Superintendent.

Subshop Facilities

Input all units assigned to the subshops service area, include EqSC units that are stationed in the area and any transient vehicles that are in the area on a regular basis. Transient vehicles are added at a percentage of their time as shown under Resident Mechanic Facilities.

Repair Bays

Total Average Repair Hours + Other Paid Time Hours
1984 Hrs/PY = Total PYs Expected

Total PYs Expended – Field Assigned Mechanics = Subshop Mechanic

Subshop Mechanics x 2
3 = Number of 80' Drive-Through Bays Needed

Supervisory Personnel

Sup. Needed Hours
1984 Hrs/PY = Number of Supervisor Assigned to Sub-shop.

This may include both shop super visors and field supervisors.

Parts Personnel

Parts Staff Needed Hours
1984 Hrs/PY = Number of Parts Personnel Assigned to Subshop

Resident Mechanic's Facility

Input into the model all mobile equipment within the assigned area under consideration; be sure to include any EqSC assigned units kept within that area. Transient units which are in the area on a regular basis, i.e., construction vehicles and special crews units are inputted into the model separately, and the result added in as a percent representing the time the units actually spend in the area, i.e., if the units are in the area 60 percent of the time, then multiply transient unit hour by 60 percent.

Total Average Repair Hours + Other Paid Time Hours
1984 Hrs/PY = Total PYs Expected

Total PYs Expended = PYs Expended at field Location
2

Use the "PYs Expended at Field Location" in Phases I & II of the evaluation process.

State of California California State Transportation Agency

Tab 29

MEMORANDUM

To:	Chair and Commissioners California Transportation Commission	**Date:**	August 27, 2015
From:	Chad Edison, Deputy Secretary	**Reference No**:.	4.14 Information Item
Subject:	Transit and Intercity Rail Capital Program Grant Awards		

On June 30, 2015 the California State Transportation Agency announced the award of $224 million in 2015 Transit and Intercity Rail Capital Program grants. These competitive grants will support high-quality public transportation and reduce greenhouse gas emissions by delivering nearly $720 million in transportation investments in clean, affordable and low-stress commuting and traveling options and by improving the quality and reliability of public transportation choices. Attached is list of the projects awarded along with a brief discussion of each project.

The Transit and Intercity Rail Capital Program was created by Senate Bill 862 (Chapter 36, Statutes of 2014) to provide grants from the proceeds of the state's cap-and-trade auctions in order to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. This statute charges the Transportation Agency with developing program guidelines, evaluating project applications, and recommending projects for funding, and the Commission with allocating funds to projects pursuant to agency recommendations.

The 14 grants awarded in the 2015 program will reduce an estimated 860,000 metric tons of greenhouse gas emissions, the equivalent to taking 180,000 cars off the road. The transit entities benefitting from these grants currently support approximately 360 million transit trips per year. 93 percent of the projects benefit disadvantaged communities. These 14 projects are part of an ongoing—and statewide—commitment to sustainable and affordable public transportation in California through revenues accruing from the state's cap-and-trade auction proceeds that include this program, Caltrans' Low-Carbon Transportation Operations Program, the Strategic Growth Council's Affordable Housing and Sustainable Communities Program, and the High-Speed Rail Project.

CALIFORNIA STATE TRANSPORTATION AGENCY

CalSTA Transit and Intercity Rail Capital Program

First Round Selected Projects – Project Detail Summary

June 30, 2015

Total Available Funding: $224,278,000 from FY14-15 and FY15-16 funds

- **14 projects recommended for funding, with budgets totaling $718,000,000**
- **Estimated 865,000 tons of CO2 reduced**
- **13 of 14 projects contribute direct, meaningful and assured benefits to disadvantaged communities**

1. ***Antelope Valley Transit Authority (AVTA) – Regional Transit Interconnectivity & Environmental Sustainability Project***

   Award: $24,403,000

   Increases ridership and reduces greenhouse gas emissions through development of a major Bus Rapid Transit (BRT) route in Lancaster and Palmdale that features a major commitment to battery electric bus purchases and supporting infrastructure, as well as electrification of at least two long-distance commuter routes. Purchases at least 29 electric buses to fully launch an AVTA Bus Rapid Transit line in Palmdale and Lancaster (using 13 60-foot battery electric articulated buses) featuring increased service frequency and service to the Palmdale Transportation Center with Metrolink and future High Speed Rail connectivity. Also launches significant, long-distance commuter bus electrification (using at least 16 45-foot battery electric buses with a range of 170 miles) on at least two routes serving the San Fernando Valley and Downtown Los Angeles. Provides a major demonstration of long-distance battery electric bus technology with implications for development of electric intercity bus and electric long-distance truck technology. Benefits accrue to disadvantaged communities both in the Antelope Valley and throughout the Los Angeles basin served by the AVTA commuter bus routes.

2. ***Capitol Corridor Joint Powers Authority (CCJPA) – Capitol Corridor Travel Time Reduction Project***

   Award: $4,620,000

   Partners with Union Pacific Rail Road and Altamont Corridor Express (ACE) on track and curve improvements between San Jose and Martinez that will result in faster journeys and ridership increases, particularly benefiting passengers using the San Jose Diridon, Santa Clara-University, and Great America stations. Travel time savings estimated of up to 10 minutes of travel time savings on CCJPA services, 7 minutes of travel time savings on ACE services and 3 minutes of travel time savings on Amtrak San Joaquin services. Eight stations on the CCJPA and ACE corridors that will benefit from reduced travel times are located in or within ½ a mile of disadvantaged communities. Significant benefits to Central Valley and Sacramento region travelers, in addition to those in the Bay Area. Improves services that connect with BART at

Richmond and Oakland Coliseum stations, Caltrain at Santa Clara-University and San Jose Diridon stations, and future BART and High Speed Rail services at San Jose Diridon station.

3. ***Los Angeles County Metropolitan Transportation Authority (Metro) – Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements Project***

   Award: $38,494,000

   Delivers increased ridership and reduced greenhouse gas emissions through Blue Line station and infrastructure improvements that will allow increased service frequency, more reliable service, and improvements to a major transfer station. Blue Line infrastructure improvements include upgrades to the signal and crossover system and near downtown storage capacity, which prepares the Blue Line for increased service to Union Station (with Metrolink, Amtrak and future High Speed Rail connections), Expo, and Gold Line stations once the Regional Interconnector project is complete. Revitalizes and significantly improves the Willowbrook/Rosa Parks Station, addressing connectivity between the Blue Line, Green Line, and buses, and also station access, safety and connectivity with the surrounding community. All project elements have significant benefits for disadvantaged communities, and contribute to increased ridership on a heavily used and congested system, as well as reduced GHG emissions.

4. ***Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) – Pacific Surfliner Transit Transfer Program (Demonstration Project)***

   Award: $1,675,000

   Collaborative effort among LOSSAN and 12 transit agencies spanning from San Luis Obispo to San Diego counties to demonstrate the ability to increase use of transit for access to and from intercity rail services through the use of seamless ticketing and transfer policies, combined with free or discounted transfers. Includes significant survey work and data analysis to gather lessons learned for further program improvements as well as statewide expansion. Improves access to intercity rail services that connect to future High Speed Rail services at multiple station locations planned for the LOSSAN corridor.

5. ***Monterey-Salinas Transit (MST) – Monterey Bay Operations and Maintenance Facility/Salinas Transit Service Project***

   Award: $10,000,000

   Renovate and expand the 37-year old Monterey maintenance facility to allow much more of the MST fleet to be maintained near where it provides service. The current situation has 2/3 of the operations in the Monterey area, but only 1/3 of the buses stored there, resulting in 30 buses a day each traveling more than 28 miles per day without carrying passengers. Money saved from reduced fuel and labor costs will be used to operate more frequent transit service using a new zero emission bus in a heavily traveled corridor in east Salinas, a disadvantaged community. The Salinas route also provides connectivity to Amtrak, Amtrak Thruway, and Greyhound bus services at the Salinas Intermodal Station.

6. ***Orange County Transportation Authority (OCTA) – Bravo! Route 560 Rapid Buses***
   Award: $2,320,000
   Purchases five 40-foot compressed natural gas buses (including OCTA match) to launch OCTA's second Rapid bus route linking the Santa Ana Regional Transportation Center (with connections to Metrolink and Amtrak services), the Veterans Affairs Hospital and California State University in Long Beach. Builds on the success of OCTA's first Rapid bus service on Harbor Boulevard (which it also connects with), serves 17 disadvantaged community census tracts (with nearly 100,000 residents), and attracts increased ridership to transit by providing a frequent, limited stop service in a busy corridor.

7. ***Sacramento Regional Transit District (RT) – Refurbishment of Seven Light Rail Vehicles***
   Award: $6,427,000
   Refurbishment of the last 7 of 21 vehicles acquired from Santa Clara Valley Transportation Authority in order to support 15 min peak hour service frequencies throughout the RT light rail system and enable future limited stop service on the RT Gold and Blue Lines during the next 15 years. The project will result in increased ridership, eliminate impacts from the overhaul program needed on the rest of RT's fleet, and connect residents in disadvantaged communities to jobs. Improved service on the system also increases the attractiveness of connectivity to Amtrak services and future High Speed Rail service at the Sacramento Intermodal Facility.

8. ***San Diego Association of Governments (SANDAG) – South Bay Bus Rapid Transit Project***
   Award: $4,000,000
   This project is also recommended for $7,000,000 from the Strategic Growth Council's Affordable Housing and Sustainable Communities FY14-15 grant program, scheduled for adoption on June 30, 2015. Completes the final 11 miles of a new 21 mile higher-speed Bus Rapid Transit route operating between Downtown San Diego and the Otay Mesa International Border Crossing with service as frequent as every 15 minutes. Includes a new intermodal transportation center at the border, and direct connections to Trolley, Amtrak and Coaster rail services. Includes purchase of 15 60-foot, low-floor articulated buses powered by compressed natural gas. Provides benefits to disadvantaged communities along its route.

9. ***San Diego Metropolitan Transit System – Trolley Capacity Improvements***
   Award: $31,936,000
   Provides a new Courthouse Trolley Station as the terminus for the Orange Line, relieves congestion in Santa Fe Depot with benefits for continued growth potential for Amtrak and Coaster rail services, and purchases at least 8 new trolley vehicles that will provide additional service and increased ridership on the Blue and Orange lines, addressing overcrowded conditions on the current system. Benefits will accrue to disadvantaged communities throughout the Trolley service area.

10. ***San Francisco Municipal Transportation Agency (SFMTA) – Expanding the SFMTA Light Rail Vehicle Fleet***

    Award: $41,181,000

    Purchases 8 zero emissions light rail vehicles to begin to address surging demand on the Muni system that will see further ridership growth with the completion of the Central Subway Project in 2019 and with continuing Mission Bay jobs and housing growth. Allows an increase of capacity and frequency on the system to accommodate increased ridership, especially in peak hours. Takes advantage of attractive option pricing made possible by a preceding commitment to 24 light rail vehicles for the Central Subway Project as well as SFMTA's already secured funding for 151 replacement vehicles that will begin to be replaced in 2021. Provides improved service and greater capacity to a system that provides connectivity to BART, Caltrain, regional bus, ferry and future High Speed Rail services. Provides benefits to disadvantaged communities served by the Muni light rail system. Vehicles include crash energy management systems that improve safety for passengers and operators.

11. ***San Joaquin Regional Rail Commission (SJRRC) – Altamont Corridor Express (ACE) Wayside Power Project***

    Award: $200,000

    Installation of wayside power sources at ACE's new Downtown Stockton SJRRC/ACE Regional Maintenance Facility, which will eliminate the need for overnight idling of diesel engines during routine maintenance, and result in fewer emissions and less noise pollution in adjacent disadvantaged community neighborhoods.

12. ***San Joaquin Regional Transit District (RTD) – BRT Expansion: MLK Corridor and Crosstown Miner Corridor Project***

    Award: $6,841,000

    Expands RTD's BRT system (with three existing lines) in Stockton to improve transit attractiveness and increase ridership through high-frequency, limited-stop BRT services in two new corridors. Provides significant time savings compared to current services, and connects with both Altamont Corridor Express (ACE) and Amtrak at the Stockton ACE station. Includes purchase of 12 new diesel-hybrid buses. Both corridors are completely within disadvantaged communities.

13. ***Southern California Regional Rail Authority (Metrolink) – Purchase of Nine Fuel-Efficient Tier IV EMD F-125 Locomotives for Metrolink Commuter Rail Service***

    Award: $41,181,000

    Provides cleaner, safer, more reliable and faster travel to current Metrolink train services throughout the entire Metrolink service area by replacing 7 locomotives, and also acquiring 2 additional locomotives that will be used to increase service on the Antelope Valley and Ventura County lines within Los Angeles County, both of which provide connectivity to current Amtrak and future High Speed Rail services. Both project elements contribute to increased ridership and reduced GHG emissions, and benefit disadvantaged communities throughout the Metrolink

service area. New locomotives feature both crash energy management and Positive Train Control technology that dramatically improve passenger and operator safety.

14. ***Sonoma-Marin Area Rail Transit District (SMART) – SMART Rail Car Capacity Project***
    Award: $11,000,000
    Leverages a one-time opportunity to cost-effectively purchase 3 additional rail cars for insertion to SMART's already ordered 2-car Diesel Multiple Unit fleet, allowing additional capacity to be available for weekend, peak period, seasonal and special event demand periods. Design of the infrastructure makes more frequent service than currently planned 30 minute peak headways expensive to achieve, but the system has been designed to allow for three-car trains, the only way to affordably increase system capacity. This is the only project not specifically serving CalEPA designated disadvantaged communities, but service is provided to Metropolitan Transportation Commission-designated "Communities of Concern" with higher than average transit use patterns and significant numbers of lower-income households.

Transit and Intercity Rail Capital Program Selected Projects

Applicant	Project	Amount Recommended	Match Funding	Total Project Cost
Antelope Valley Transit Authority	Regional Transit Interconnectivity & Environmental Sustainability Project	$ 24,403,000	$ 14,891,051	$ 39,294,051
Capitol Corridor Joint Powers Authority	Travel Time Reduction Project	$ 4,620,000	$ 800,700	$ 5,420,700
Los Angeles MTA (Metro)	Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements Project	$ 38,494,000	$ 108,166,494	$ 146,660,494
LOSSAN Rail Corridor Agency	Pacific Surfliner Transit Transfer Program	$ 1,675,000	$ 200,000	$ 1,875,000
Monterey-Salinas Transit	Monterey Bay Operations & Maintenance Facility/Salinas Transit Service Project	$ 10,000,000	$ 10,260,000	$ 20,260,000
Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	$ 2,320,000	$ 580,000	$ 2,900,000
Sacramento Regional Transit	Sacramento Regional Transit's Refurbishment of 7 Light Rail Vehicles Project	$ 6,427,000	$ 1,607,000	$ 8,034,000
San Diego Association of Governments	South Bay Bus Rapid Transit Project*	$ 4,000,000	$ 108,000,000	$ 112,000,000
San Diego MTS	San Diego Metropolitan Transit System Trolley Capacity Improvements Project	$ 31,936,000	$ 11,200,000	$ 43,136,000
San Francisco MTA (MUNI)	Expanding the SFMTA Light Rail Vehicle Fleet Project	$ 41,181,000	$ 162,470,000	$ 203,651,000
San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	$ 200,000	$ -	$ 200,000
San Joaquin RTD	MLK Corridor and Crosstown Miner Corridor Project	$ 6,841,000	$ 12,277,776	$ 19,118,776
SCRRA (Metrolink)	Purchase of 9 Fuel-Efficient Tier IV Locomotives Project	$ 41,181,000	$ 16,869,000	$ 58,050,000
Sonoma-Marin Area Rail Transit District	SMART Rail Car Capacity Project	$ 11,000,000	$ 46,400,000	$ 57,400,000
		$ 224,278,000	**$ 493,722,021**	**$ 718,000,021**

**Also recommended for $7 million from Strategic Growth Council's Affordable Housing and Sustainable Communities program (reflected in match)*

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 30

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5f.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
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:

- $35,535,000 for 21 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $29,699,000 for 11 safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $1,000,000 for one 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 June 26, 2015, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2014-15:

- $101,320,000 for 90 emergency construction projects.
- $68,191,000 for 37 safety delegated projects.
- $30,251,000 for 45 SHOPP Minor A projects.

As of July 17, 2015, the Department has allocated or sub-allocated the following for Fiscal Year 2015-16:

- $15,950,000 for 21 emergency construction projects.
- $18,886,000 for 11 safety delegated projects.
- $1,000,000 for 1 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 2013 meeting, the funding and project listing for the FY 2014-15 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-13-05.

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.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $650,000 Humboldt 01-Hum-36 16.9	Near Bridgeville, at 0.1 mile west of Grizzly Creek State Park main entrance. On May 12, 2015 Department staff reviewed a roadway slip-out at the edge of travel way. Supporting soils below the roadway edge have been compromised and threaten road stability and public safety. This project will construct a rock buttress to stabilize the slip-out and then reconstruct the roadway and shoulder. Initial G-11 Allocation 05/21/15: $650,000 (Additional $10,000 was allocated for right of way purposes).	01-2419 SHOPP/14-15 0115000101 4 0F290 Emergency	2013-14 302-0042 SHA 20.20.201.130	$650,000
2 $3,000,000 Humboldt 01-Hum-101 M53.9	In Rio Del, at the Eel River Bridge No. 04-0016R. On May 22, 2015 the bridge was hit by a high-load backhoe tractor being hauled on a northbound truck. The steel truss bridge sustained damage to upper lateral frame elements and gusset plates that were bent and displaced, resulting in closure of one bridge lane to protect the safety of the public. Abatement is being sought. This project will restore the structural elements and allow all lanes to be opened to traffic. Initial G-11 Allocation 06/03/15: $3,000,000 (Additional $30,000 was allocated for right of way purposes).	01-2420 SHOPP/14-15 0115000110 4 0F320 Emergency	2013-14 302-0042 SHA 20.20.201.130	$3,000,000
3 $285,000 Mendocino 01-Men-101 82.5	Near Laytonville at the Empire Camp Safety Roadside Rest Area (SRRA). On June 6, 2015 a large southbound truck lost control and crashed into the water tank for the northbound Empire Camp SRRA. The collision destroyed the water tank requiring closure of the SRRA. Abatement is being sought. The project will replace the tank, re-establish water service, replace fencing, and repair damaged curb so that the SRRA can be reopened. Initial G-11 Allocation 06/18/15: $285,000 (Additional $10,000 was allocated for right of way purposes).	01-4624 SHOPP/14-15 0115000116 4 0F370 Emergency	2013-14 302-0042 SHA 20.20.201.130	$285,000
4 $1,720,000 Butte 03-But-99 Var.	In Butte, Nevada, Sutter and Yuba Counties on Routes 99 and 20 at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install smart controllers, master valves, flow sensors, controller antennas, convert overhead sprinkler systems to bubbler systems, and install new irrigation mainline to provide water savings at nine locations to meet drought conservation goals. Initial G-11 Allocation 06/04/15: $1,720,000	03-8377 SHOPP/14-15 0315000232 4 0H620 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,720,000
5 $745,000 Colusa 03-Col-5 Var.	In Colusa, Glenn, Sacramento and Yolo Counties at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install new irrigation system components and adjust sprinkler heads to provide water savings at seven roadside rest locations to meet drought conservation goals. Initial G-11 Allocation 06/04/15: $745,000	03-5857 SHOPP/14-15 0315000224 4 0H610 Emergency	2013-14 302-0042 SHA 20.20.201.130	$745,000

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.(1)	**Informational Report - Emergency G-11 Allocations**			
6 $1,280,000 Nevada 03-Nev-20 Var.	In Nevada, Butte and Sacramento Counties on Routes 20, 50 and 99 at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install pumps, pressure regulators and filtering devices to provide water savings at ten locations to meet drought conservation goals. Initial G-11 Allocation 06/04/15: $1,280,000	03-3995 SHOPP/14-15 0315000223 4 0H600 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,280,000
7 $845,000 Sacramento 03-Sac-50 Var.	In Sacramento and Placer Counties on Routes 50, 80 and 99 at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install smart controllers, master valves, flow sensors, and convert overhead sprinkler systems to bubbler systems to provide water savings at seven locations to meet drought conservation goals. Initial G-11 Allocation 06/03/15: $845,000	03-6243 SHOPP/14-15 0315000222 4 0H590 Emergency	2013-14 302-0042 SHA 20.20.201.130	$845,000
8 $600,000 Alameda 04-Ala-980 1.1	In Oakland, at the California Department of Transportation District Office located at 111 Grand Avenue. In May 2013, the Fire Life Safety/Building Management System (FLS) was tested and showed several failures and deficiencies. The State Fire Marshal issued a Fire Safety Correction Notice to the Department on June 10, 2013. This project is to replace the FLS malfunctioning system as soon as possible to avoid closure of the District office building and the disruption that it can cause to the management and operation of the State Highway System throughout the San Francisco Bay Area. A supplemental funds amount is necessary to enclose the existing firemen's communication system conduits with 2-hour fire resistant channels from the fire control system in the building lobby to each communication device in the stairwells. It was discovered during construction that the existing conduit did not provide state and federal code requirements. In addition, a new wireless communication system will be integrated to provide complete radio coverage throughout the building. Initial G-11 Allocation 10/02/13: $6,700,000 Supplemental G-11 Allocation 06/15/15: $600,000 Revised Allocation: $7,300,000	04-0480H SHOPP/13-14 0414000060 4 0J780 Emergency	2013-14 302-0042 SHA 20.20.201.353	$600,000
9 $540,000 Marin 04-Mrn-101 25.7/25.8	Near Novato, at 0.1 mile to 0.2 mile north of Redwood Landfill Road. In March 2014 two sinkholes developed caused by two failed culverts. Plans and recommendations became available in late April. It is determined that immediate replacement of failed culverts is necessary to to prevent further pavement collapse and lane loss. Project will replace culverts and restore pavement. Initial G-11 Allocation 06/19/15: $540,000	04-1489M SHOPP/14-15 0415000296 4 4J240 Emergency	2013-14 302-0042 SHA 20.20.201.130	$540,000

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.(1)	**Informational Report - Emergency G-11 Allocations**			
10 $2,500,000 Monterey 05-Mon-101 45.8/49.8	Near King City, from 3.9 miles north of Jolon Road to 2.9 mile south of South Greenfield Overcrossing. Independent arborist inspections have determined that 315 existing eucalyptus trees, averaging 100 feet in height, are experiencing diseased and decaying root system health. The large trees are lining the highway right-of-way immediately adjacent to the shoulder. The trees are at high risk for falling and endangering the traveling public. This project will remove and dispose of the trees by means of specialty timber clearing contract work. Initial G-11 Allocation 06/11/15: $2,500,000 (Additional $140,000 was allocated for right of way purposes).	05-2584 SHOPP/14-15 0514000097 4 1G110 Emergency	2013-14 302-0042 SHA 20.20.201.130	$2,500,000
11 $1,200,000 Los Angeles 07-LA-5 31.4/39.4	In the cities of Burbank and Los Angeles, from north of Winona Avenue to Route 118; also on Route 170 from north of W Victory Boulevard to north of Arleta Avenue (PM R17.7/R20.1), at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at 14 locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 06/09/15: $1,200,000	07-4781 SHOPP/14-15 0714000253 4 30870 Emergency	2013-14 302-0042 SHA 20.20.201.131	$1,200,000
12 $1,500,000 Los Angeles 07-LA-101 0.0/1.7	In the city of Los Angeles, from Route 10 to Route 110; also on Route 110 from south of W. Washington Boulevard to south of Stadium Way (PM 21.2/24.7), at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at 12 locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 06/15/15: $1,500,000	07-4783 SHOPP/14-15 0714000255 4 30890 Emergency	2013-14 302-0042 SHA 20.20.201.131	$1,500,000
13 $2,600,000 Los Angeles 07-LA-134 R5.6/R9.0	In and near the cities of Los Angeles and Glendale, from San Fernando Road to Route 2 at various locations; also, in the cities of Los Angeles, South Pasadena and Pasadena on Route 110, from Stadium Way to Glenarm Street (PM 24.7/32.0) at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at 20 locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed Initial G-11 Allocation 07/07/15: $2,600,000	07-4920 SHOPP/14-15 0715000327 4 4X550 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,600,000

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.(1)	**Informational Report - Emergency G-11 Allocations**			
14 $2,500,000 Los Angeles 07-LA-405 7.9/12.7	In and near Carson and Long Beach, from Route 710 to S. Figueroa Street at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at nine locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 07/07/15: $2,500,000	07-4923 SHOPP/14-15 0715000330 4 4X580 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,500,000
15 $3,000,000 Ventura 07-Ven-101 3.8/16.2	In and near Thousand Oaks and Camarillo, from North Moorpark Road to Las Posas Road at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at seven locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 07/07/15: $3,000,000	07-4824 SHOPP/14-15 0715000320 4 4X490 Emergency	2014-15 302-0042 SHA 20.20.201.130	$3,000,000
16 $3,000,000 Ventura 07-Ven-101 21.6/31.0	In and near Oxnard and Ventura, from Route 232 to Route 33 at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at seven locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 07/07/15: $3,000,000	07-4828 SHOPP/14-15 0715000324 4 4X530 Emergency	2014-15 302-0042 SHA 20.20.201.130	$3,000,000
17 $3,000,000 Ventura 07-Ven-118 T18.2/R30.9	In Moorpark and Simi Valley, from New Los Angeles Avenue to Kuehner Drive at various locations; also, in and near Thousand Oaks and Moorpark (PM R3.6/T11.5) at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at 17 locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 07/07/15: $3,000,000	07-4825 SHOPP/14-15 0715000321 4 4X500 Emergency	2014-15 302-0042 SHA 20.20.201.130	$3,000,000

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.(1)	**Informational Report - Emergency G-11 Allocations**			
18 $1,850,000 Ventura 07-Ven-126 0.0/R13.2	In and near Ventura and Santa Paula, from Route 101 to Hallock Drive at various locations. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will replace existing irrigation equipment at seven locations with new "smart" controllers capable of using weather data and able to detect system water leaks. Existing irrigation components will be repaired and replaced as needed and theft deterrent features installed. Initial G-11 Allocation 07/07/15: $1,850,000	07-4827 SHOPP/14-15 0715000323 4 4X520 Emergency	2014-15 302-0042 SHA 20.20.201.130	$1,850,000
19 $1,100,000 Merced 10-Mer-5 0.5	Near Los Banos, at John "Chuck" Erreca Safety Roadside Rest Area. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install a recycled water line from the source at the northbound Safety Roadside Rest Area (SRRA) to the southbound SRRA. Also, the project will install a potable water line to the southbound SRRA, a booster pump, upgraded irrigation equipment, and devices to protect irrigation assets from theft. Initial G-11 Allocation 06/16/15: $1,100,000	10-3117 SHOPP/14-15 1015000161 4 1E960 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,100,000
20 $1,550,000 Stanislaus 10-Sta-99 Var.	In and Near Turlock, Ceres and Modesto, at various locations; also, near Westley, on Route 5 at Westley Safety Roadside Rest Area (PM 27.0/27.2). The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. This project will install smart controllers, flow sensors, valves, controller antennas, and devices to protect irrigation assets from theft; to rehabilitate pumps; and to upgrade landscaped irrigation areas – at six locations. The project will also upgrade an existing irrigation communications line at the Westley Safety Roadside Rest Area. Initial G-11 Allocation 06/30/15: $1,550,000	10-3152 SHOPP/14-15 1015000184 4 1F010 Emergency	2013-14 302-0042 SHA 20.20.201.130	$1,550,000
21 $2,070,000 San Diego 11-SD-52 3.5/4.8	In the city of San Diego, at west of Convoy Street; also, on Route 805 (PM 1.3/3.3) and Route 905 (PM 5.0/5.6). The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. Caltrans' water conservation goal is for a 50% reduction statewide. At two locations, develop trunk line service to utilize recycled water in areas currently irrigated by potable water. This project will make possible to convert up to 155 acres of irrigated landscape to recycled water. Initial G-11 Allocation 05/13/15: $2,070,000	11-1144 SHOPP/14-15 1115000074 4 42100 Emergency	2013-14 302-0042 SHA 20.20.201.131	$2,070,000

2.5 Highway Financial Matters

Project # / Allocation 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
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $5,133,000 Santa Clara 04-SCl-82 14.8/18.1	In Sunnyvale, at Route 82 intersections with Henderson Avenue, South Wolfe Road, Maria Lane, Sunnyvale Saratoga Road/South Sunnyvale Avenue, South Mathilda Avenue, and South Bernardo Avenue. Outcome/Output: Improve safety by upgrading drainage systems at six locations to mitigate wet pavement incidents and reduce the number and severity of collisions. Also, upgrade existing non-standard curb ramps, passageways and electrical components to meet current Americans with Disabilities (ADA) standards. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $900,000 $1,650,016 R/W Supp $54,000 $56,228 (Construction Support: $900,000) Allocation Date: 06/08/15	04-0525A SHOPP/14-15 $6,133,000 0400021004 4 2G540	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$103,000 $5,030,000
2 $4,475,000 Monterey 05-Mon-101 47.7/53.9	In and near Greenfield, from Teague Avenue to Walnut Avenue. Outcome/Output: Install 30,300 feet of concrete median barrier, 520 feet of double thrie-beam barrier and construct 21,000 feet of rumble strip to improve safety and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,396,000 $546,310 R/W Supp $20,000 $1,819 (Construction Support: $1,181,000) Allocation Date: 07/10/15	05-2472 SHOPP/14-15 $4,830,000 0513000030 4 1E060	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$89,000 $4,386,000
3 $1,142,000 Santa Cruz 05-SCr-1 16.9/17.2	In the city of Santa Cruz, from the northbound on-ramp from southbound Route 17 to the northbound off-ramp to Ocean Street. Outcome/Output: Widen roadway and shoulders on 0.3 miles of roadway, install concrete barrier, improve drainage, and relocate lighting to improve safety and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $387,000 $184,817 PS&E $715,000 $537,007 R/W Supp $5,000 $665 (Construction Support: $449,000) Allocation Date: 06/08/15	05-2341 SHOPP/14-15 $955,000 0512000034 4 1A870	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$23,000 $1,119,000

2.5 Highway Financial Matters

Project # / Allocation 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
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
4 $2,934,000 Los Angeles 07-LA-5 25.2/25.9	In the cities of Los Angeles and Glendale, on the Colorado Freeway Extension, from 0.1 mile east of San Fernando Road to West Colorado Street. Outcome/Output: Construct median barrier to improve safety and reduce the number and severity of cross centerline collisions. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $500,000 / $1,101,054 R/W Supp — $50,000 / $0 (Construction Support: $650,000) Allocation Date: 06/15/15	07-4550 SHOPP/14-15 $2,900,000 0712000216 4 29340	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$59,000 $2,875,000
5 $2,618,000 Los Angeles 07-LA-101 8.5/9.4	In the city of Los Angeles, from 0.24 mile south of Mulholland Drive to 0.3 mile north of Barham Boulevard. Outcome/Output: Construct concrete barrier and concrete retaining wall, improve safety lighting, and modify existing right shoulder. This safety project will reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $500,000 / $816,335 R/W Supp — $80,000 / $0 (Construction Support: $500,000) Allocation Date: 07/15/15	07-4409 SHOPP/14-15 $2,500,000 0700020928 4 28760	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$52,000 $2,566,000
6 $4,006,000 Los Angeles 07-LA-105 R12.8/R14.1	In Paramount and Lynwood, from Atlantic Avenue to Garfield Avenue; also on Route 710 from Rosecrans Avenue to south of Route 90. Outcome/Output: Install safety lighting, refresh striping and markings, and upgrade guide sign panels. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $1,100,000 / $732,552 R/W Supp — $50,000 / $0 (Construction Support: $850,000) Allocation Date: 07/09/15	07-4616 SHOPP/14-15 $5,050,000 0713000154 4 29720	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$80,000 $3,926,000

2.5 Highway Financial Matters

Project # / Allocation 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
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
7 $4,743,000 San Bernardino 08-SBd-18 T8.3/R17.7	In and near the city of San Bernardino, from Sierra Way to Route 138. Outcome/Output: Construct median double thrie-beam barrier to minimize head-on and broadside collisions, improve safety, and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $1,311,000 $738,833 PS&E $1,012,000 $57,244 R/W Supp $13,000 $5,287 (Construction Support: $1,241,000) Allocation Date: 06/04/15	08-0179H SHOPP/15-16 $7,242,000 0812000032 4 0R220	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$40,000 $4,703,000
8 $871,000 San Bernardino 08-SBd-18 110.8	Near Phelan, at Sheep Creek Road. Outcome/Output: Install traffic signals, advanced warning flashing beacons and curb ramps to improve safety and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $299,000 $313,735 PS&E $766,000 $737,207 R/W Supp $323,000 $144,308 (Construction Support: $340,000) Allocation Date: 07/14/15	08-0191K SHOPP/14-15 $897,000 0800020308 4 0Q230	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$29,000 $842,000
9 $519,000 Amador 10-Ama-49 3.6	In Jackson, at French Bar Road. Outcome/Output: Improve safety by installing traffic signals, pedestrian signals, cross walks, and ADA curb ramps to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $252,000 $242,856 PS&E $524,000 $501,241 R/W Supp $156,000 $153,763 (Construction Support: $272,000) Allocation Date: 07/20/15	10-0331 SHOPP/14-15 $707,000 1000020631 4 0W360	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$10,000 $509,000
10 $1,264,000 Calaveras 10-Cal-26 8.8/9.1	Near Valley Springs, at and near St. Andrews Road. Outcome/Output: Improve safety by constructing a two-way left-turn lane. The project will reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $442,000 $502,195 PS&E $554,000 $714,126 R/W Supp $531,000 $244,921 (Construction Support: $423,000) Allocation Date: 07/06/15	10-3000 SHOPP/14-15 $1,165,000 1000020457 4 0V290	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$25,000 $1,239,000

2.5 Highway Financial Matters

Project # / Allocation 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
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
11 $1,994,000 Orange 12-Ora-73 16.4/16.6	In Laguna Beach, at northbound collector/distributor from El Toro Road on-ramp to Laguna Canyon Road (Route 133) off-ramp. Outcome/Output: Widen off ramp, construct a retaining wall, and make safety improvements to reduce the number and severity of accidents due to heavy weaving maneuvers at the exit ramp and right-turn movement at the terminus. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $ PS&E / $750,000 / $ R/W Supp / $0 / $ (Construction Support: $877,000) Allocation Date: 06/19/15	12-4095H SHOPP/14-15 $1,670,000 1212000017 4 0M340	2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010	$54,000 $1,940,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA	Program Code	Original Est. FM-09-05	Allocations
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**								
1	02	Teh	05	24.4/26.3	Cold plane and repave existing pavement from ramp lanes and shoulders and replace with new hot mix asphalt pavement, replace traffic stripe and pavement marking in kind, install census loop and replace damaged dikes in Red Bluff.	4F710	201.121	$1,000,000	$1,000,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 31

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 3.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

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

SUMMARY:

Since the June 2015 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 38 new capital projects into the 2014 State Highway Operation and Protection Program (SHOPP), as summarized in Attachment. The amendments noted below will be funded from the Major Damage Restoration, Safety Improvement, Bridge Preservation, Roadway Preservation, Roadside Preservation and 2014 SHOPP programming capacity.

2014 SHOPP Summary of New Projects by Category	No.	FY 2014/15 ($1,000)	FY 2015/16 ($1,000)	FY 2016/17 ($1,000)	FY 2017/18 ($1,000)
Major Damage Restoration	20	$32,425	$16,338		
Collision Reduction	12		$2,672	$27,522	$4,702
Bridge Preservation	2			$4,196	
Roadway Preservation	3		$14,209	$28,720	
Roadside Preservation	1		$10,189		
Total Amendments	38	$32,425	$43,408	$60,438	$4,702

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 38 new capital projects amended into the 2014 SHOPP.

The "List of New 2014 SHOPP Capital Project Amendments", provides specific project information.

Attachments

List of New 2014 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2014 SHOPP since the June 2015 report. Copies of the actual amendments have been provided to Commission staff.

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration							
14H-443 2419	1-Hum-36 16.9 0F290 01 1500 0101	Near Bridgeville, at 0.1 mile west of Grizzly Creek State Park main entrance. Repair slip-out and reconstruct roadway.	$10 (R/W) $650 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $10 $200 $210	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Locations
14H-444 1144	11-SD-52 Var 42100 11 1500 0074	In the City of San Diego, at west of Convoy Street; also, on Route 805 (PM 1.3/3.3) and Route 905 (PM 5.0/5.6). Construct drought related recycled water conversion system.	$2,070 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $200 $0 $950 $1,150	201.131 Assembly: 76, 77, 78, 79 Senate: 36, 39, 40 Congress: 51, 52, 53 2 Locations
14H-457 2420	1-Hum-101 M53.9 0F320 01 1500 0110	In Rio Del, at the Eel River Bridge No. 04-0016R. Repair bridge damaged by high-load hit.	$30 (R/W) $3,000 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $20 $750 $770	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
14H-458 4624	1-Men-101 82.5 0F370 01 1500 0116	Near Laytonville at the Empire Camp Safety Roadside Rest Area. Replace water tank damaged by errant vehicle.	$10 (R/W) $285 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $10 $85 $95	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
14H-459 8377	3-But-99 Var 0H620 03 1500 0232	In Butte, Nevada, Sutter and Yuba Counties on Routes 99 and 20 at various locations. Drought conservation improvements.	$1,720 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$5 $10 $0 $90 $105	201.130 Assembly: 2, 3 Senate: 1, 4 Congress: 2, 4 9 Locations
14H-460 5857	3-Col-5 Var 0H610 03 1500 0224	In Colusa, Glenn, Sacramento and Yolo Counties at various locations. Drought conservation improvements.	$745 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$5 $10 $0 $90 $105	201.130 Assembly: 2 Senate: 4 Congress: 2 7 Locations

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.
Major Damage Restoration (Cont.)							
14H-461 3995	3-Nev-20 Var 0H600 03 1500 0223	In Nevada, Butte and Sacramento Counties on Routes 20, 50 and 99 at various locations. Drought conservation improvements.	$1,280 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$5 $10 $0 $90 $105	201.130 Assembly: 3 Senate: 1 Congress: 4 10 Locations
14H-462 6243	3-Sac-50 Var 0H590 03 1500 0222	In Sacramento and Placer Counties on Routes 50, 80 and 99 at various locations. Drought conservation improvements.	$845 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$5 $10 $0 $90 $105	201.130 Assembly: 5, 8, 9 Senate: 5, 6 Congress: 1, 3, 5 7 Locations
14H-463 1489M	4-Mrn-101 25.7/25.8 4J240 04 1500 0296	Near Novato, at 0.1 mile to 0.2 mile north of Redwood Landfill Road. Replace culverts and repair sinkholes.	$540 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $160 $160	201.130 Assembly: 6 Senate: 3 Congress: 6 2 Locations
14H-467 2584	5-Mon-101 45.8/49.8 1G110 05 1400 0097	Near King City, from 3.9 miles north of Jolon Road to 2.9 mile south of South Greenfield Overcrossing. Remove and dispose of diseased trees.	$140 (R/W) $2,500 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$75 $80 $44 $450 $649	201.130 Assembly: 28 Senate: 12 Congress: 17 4 Locations
14H-468 3117	10-Mer-5 0.5 1E960 10 1500 0161	Near Los Banos, at John "Chuck" Erreca Safety Roadside Rest Area. Drought conservation improvements.	$1,100 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $240 $240	201.130 Assembly: 17 Senate: 12 Congress: 18 1 Location
14H-469 3152	10-Sta-99 Var 1F010 10 1500 0184	In and Near Turlock, Ceres and Modesto, at various locations; also, near Westley, on Route 5 at Westley Safety Roadside Rest Area (PM 27.0/27.2). Drought conservation improvements.	$1,550 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $250 $250	201.130 Assembly: 17, 25, 26 Senate: 12, 14 Congress: 18, 19 6 Locations
14H-477 2606	5-SLO-101 R24.3 1G460 05 1500 0032	In and near San Luis Obispo, 1.6 miles south of Los Osos Valley Road. Replace bridge rails. PAED: 06/22/2015 R/W: 08/17/2015 RTL: 11/24/2015 CCA: 11/18/2016	$43 (R/W) $995 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $418 $22 $494 $934	201.131 Assembly: 35 Senate: 17 Congress: 24 2 Locations

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.
Major Damage Restoration (Cont.)							
14H-480 4895	7-LA-1 41.8/42.1 31660 07 1500 0212	In the city of Malibu from Pena Canyon Bridge to 0.3 mile north of Pena Canyon Bridge. Reconstruct roadway embankment, shoulder and repair failed drainage system. PAED: 04/01/2015 R/W: 10/06/2014 RTL: 05/01/2015 CCA: 01/31/2016	$2,500 (R/W) $12,800 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$50 $2,950 $50 $2,880 $5,930	201.131 Assembly: 50 Senate: 27 Congress: 33 1 Location
14H-485 4920	7-LA-134 R5.6/R9.0 4X550 07 1500 0327	In and near the cities of Los Angeles and Glendale, from San Fernando Road to Route 2 at various locations; also, in the cities of Los Angeles, South Pasadena and Pasadena on Route 110, from Stadium Way to Glenarm Street (PM 24.7/32.0) at various locations. Drought conservation improvements.	$2,600 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $520 $520	201.130 Assembly: 43 Senate: 21 Congress: 29 20 Locations
14H-486 4923	7-LA-405 7.9/12.7 4X580 07 1500 0330	In and near Carson and Long Beach, from Route 710 to S. Figueroa Street at various locations. Drought conservation improvements.	$2,500 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $500 $500	201.130 Assembly: 55 Senate: 25, 27 Congress: 37 9 Locations
14H-487 4824	7-Ven-101 3.8/16.2 4X490 07 1500 0320	In and near Thousand Oaks and Camarillo, from North Moorpark Road to Las Posas Road at various locations. Drought conservation improvements.	$3,000 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $600 $600	201.130 Assembly: 37 Senate: 19 Congress: 24 7 Locations
14H-488 4828	7-Ven-101 21.6/31.0 4X530 07 1500 0324	In and near Oxnard and Ventura, from Route 232 to Route 33 at various locations. Drought conservation improvements.	$3,000 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $600 $600	201.130 Assembly: 35 Senate: 23 Congress: 19 7 Locations
14H-489 4825	7-Ven-118 T18.2/R30.9 4X500 07 1500 0321	In Moorpark and Simi Valley, from New Los Angeles Avenue to Kuehner Drive at various locations; also, in and near Thousand Oaks and Moorpark (PM R3.6/T11.5) at various locations. Drought conservation improvements.	$3,000 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $600 $600	201.130 Assembly: 37, 38 Senate: 19 Congress: 24 17 Locations

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.
Major Damage Restoration (Cont.)							
14H-490 4827	7-Ven-126 0.0/R13.2 4X520 07 1500 0323	In and near Ventura and Santa Paula, from Route 101 to Hallock Drive at various locations. Drought conservation improvements.	$1,850 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $370 $370	201.130 Assembly: 35, 37 Senate: 17, 19 Congress: 24 7 Locations
Collision Reduction							
14H-450 0481X	4-Ala-123 2.8 1J700 04 1400 0329	In Berkeley, at Bancroft Way. Install traffic signal. PAED: 02/01/2017 R/W: 05/01/2018 RTL: 06/01/2018 CCA: 08/01/2019	$20 (R/W) $673 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$309 $447 $25 $164 $945	201.010 Assembly: 15 Senate: 9 Congress: 13 12 Collisions reduced
14H-451 6741	6-Mad-41 5.2/34.7 0T500 06 1500 0072	Near Oakhurst, from 0.2 mile south of Avenue 14 and 0.8 mile south of Route 49. Install centerline rumble strips. PAED: 05/06/2015 R/W: 02/01/2016 RTL: 03/16/2016 CCA: 10/01/2017	$10 (R/W) $756 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $404 $10 $278 $692	201.010 Assembly: 5 Senate: 8, 12 Congress: 4, 16 50 Collisions reduced
14H-452 0652	9-Iny-Var Var 36610 09 1500 0043	In Inyo and Mono Counties on various routes at various locations. Install rumble strips and signs at various locations. PAED: 04/01/2016 R/W: 10/01/2016 RTL: 11/01/2016 CCA: 05/01/2018	$1 (R/W) $420 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$80 $150 $1 $265 $496	201.010 Assembly: 5, 26 Senate: 8 Congress: 8 135 Collisions reduced
14H-453 3128	10-Sta-33 1.4/27.1 1C490 10 1500 0091	In Stanislaus and Merced Counties at various locations. Install centerline, edge line and shoulder rumble strips. PAED: 12/29/2015 R/W: 04/28/2016 RTL: 07/05/2016 CCA: 05/29/2017	$1,776 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$184 $206 $0 $340 $730	201.010 Assembly: 17 Senate: 12 Congress: 18 49 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
14H-454 3127	10-Sta-132 0.0/51.1 1E200 10 1500 0092	In Stanislaus, Mariposa and San Joaquin Counties at various locations. Install centerline, edge line and shoulder rumble strips. PAED: 12/11/2015 R/W: 03/28/2016 RTL: 06/03/2016 CCA: 04/28/2017	$1,906 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$191 $211 $0 $367 $769	201.010 Assembly: 26 Senate: 14 Congress: 18 74 Collisions reduced
14H-464 2598	5-SCR-152 3.7/8.2 1G400 05 1500 0009	Near Watsonville, from Carlton/Casserly Road to Pole Line Road. Install centerline rumble strips. PAED: 07/01/2015 R/W: 03/03/2016 RTL: 07/22/2016 CCA: 03/01/2017	$463(C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $452 $33 $218 $703	201.010 Assembly: 29, 30 Senate: 17 Congress: 20 13 Collisions reduced
14H-470 4580	1-Men-101 R0.7/3.0 0C760 01 1300 0050	Near Hopland, from north of the Russian River Bridge and Overhead to south of Comminsky Station Road. Install median barrier. PAED: 02/01/2016 R/W: 10/15/2016 RTL: 11/01/2016 CCA: 04/01/2018	$12 (R/W) $3,053 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$674 $764 $89 $442 $1,969	201.010 Assembly: 1 Senate: 2 Congress: 1 7 Collisions reduced
14H-471 2604	5-Mon-68 1.6/L4.1 1G450 05 1500 0031	Near Pacific Grove, from Piedmont Avenue to Scenic Drive. Pavement overlay and install centerline rumble strips. PAED: 06/15/2016 R/W: 02/24/2017 RTL: 07/17/2017 CCA: 07/02/2018	$14 (R/W) $2,525 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$276 $491 $34 $361 $1,162	201.010 Assembly: 29 Senate: 17 Congress: 20 276 Collisions reduced
14H-472 6734	6-Kin-41 34.5/35.0 0T240 06 1500 0041	Near Stratford, from 0.3 mile north of Kings Avenue to 0.3 mile north of Kansas Avenue. Install left turn channelization and right turn widening. PAED: 08/01/2016 R/W: 03/01/2018 RTL: 03/01/2018 CCA: 11/15/2019	$100 (R/W) $1,370 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$600 $700 $200 $480 $1,980	201.010 Assembly: 32 Senate: 14 Congress: 21 20 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
14H-474 5108	3-Pla-65 R5.0/R6.0 0H260 03 1500 0118	In and near Roseville and Rocklin, from Route 65 to Galleria Boulevard/Stanford Ranch Road. Construct northbound auxiliary lane. PAED: 04/30/2016 R/W: 02/28/2017 RTL: 03/31/2017 CCA: 03/01/2020	$150 (R/W) $15,050 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$1,100 $2,500 $300 $2,600 $6,500	201.010 Assembly: 6 Senate: 4 Congress: 4 184 Collisions reduced
14H-475 1482M	4-SCl-237 R0.0/R0.2 2J660 04 1400 0542	In Mountain View, from El Camino Real (Route 82) to east of Church Street. Install median barrier. PAED: 04/14/2017 R/W: 04/03/2017 RTL: 04/14/2017 CCA: 02/15/2018	$50 (R/W) $2,352 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $450 $27 $518 $995	201.010 Assembly: 24 Senate: 13 Congress: 18 2.3 Collisions reduced
14H-476 2596	5-Mon-101 53.9/57.1 1G380 05 1500 0007	Near Greenfield, from Walnut Avenue to 2.4 miles north of North Greenfield Overcrossing. Install median barrier. PAED: 07/01/2015 R/W: 10/12/2016 RTL: 03/01/2017 CCA: 10/24/2018	$5 (R/W) $4,190 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $1,030 $56 $1,240 $2,326	201.010 Assembly: 30 Senate: 12 Congress: 20 32 Collisions reduced
Bridge Preservation							
14H-481 1172	11-SD-5 Var 42150 11 1500 0126	In various cities, on various routes at various locations. Repair bridge decks, rails, and replace approach slabs. PAED: 01/01/2016 R/W: 10/01/2016 RTL: 01/01/2017 CCA: 01/01/2018	$1,835 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $600 $0 $650 $1,250	201. 119 Assembly: 78, 79, 80 Senate: 38, 39, 40 Congress: 51, 52, 53 47 Bridges
14H-482 1173	11-SD-15 Var 2M820 11 1500 0099	In various cities, on various routes at various locations. Repair bridge decks, rails, and replace approach slabs. PAED: 01/01/2016 R/W: 10/01/2016 RTL: 01/01/2017 CCA: 11/01/2017	$0 (R/W) $2,361 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $651 $0 $679 $1,330	201. 119 Assembly: 71, 75-77, 79, 80 Senate: 36, 38, 39 Congress: 49, 50, 52, 53 38 Bridges

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							
14H-465 6728	6-Tul-65 R9.3/R14.0 0S480 06 1500 0049	In and near Terra Bella, from 0.7 mile south of Avenue 80 to 0.04 mile south of Avenue 112. Pavement Rehabilitation. PAED: 10/072015 R/W: 03/30/2016 RTL: 03/30/2016 CCA: 04/01/2017	$20 (R/W) $10,220 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$488 $730 $15 $991 $2,224	201.122 Assembly: 26 Senate: 14 Congress: 21 9.3 Lane miles
14H-478 6730	6-Ker-58 R55.4/R59.7 0S470 06 1500 0048	Near Bakersfield, from Cottonwood Road to 0.3 mile east of Routes 58/184 Separation. Pavement Rehabilitation. PAED: 04/05/2016 R/W: 03/15/2017 RTL: 03/23/2017 CCA: 07/10/2019	$20 (R/W) $28,700 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$616 $1,917 $38 $3,341 $5,912	201.122 Assembly: 34 Senate: 14, 16 Congress: 21, 23 8.6 Lane miles
14H-479 6748	6-Tul-99 51.3/52.3 0T870 06 1500 0173	Near Kingsburg, from south of Dodge Avenue to south of Kings River Bridge. Rehabilitate roadway. PAED: 10/01/2015 R/W: 12/21/2015 RTL: 01/20/2016 CCA: 06/02/2017	$25 (R/W) $3,944 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$270 $670 $2 $700 $1,642	201.120 Assembly: 35 Senate: 12 Congress: 21 2 Lane miles
Roadside Preservation							
14H-445 3001G	8-SBd-15 R107.3 0G842 08 1400 0184	Near Barstow, at Clyde V. Kane Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area. PAED: 08/20/2015 R/W: 01/15/2016 RTL: 05/10/2016 CCA: 07/13/2018	$39 (R/W) $10,150 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$365 $846 $30 $1,960 $3,201	201. 250 Assembly: 33 Senate: 16 Congress: 8 1 Location

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
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) 2013-14, and FY 2014-15.

In FY 2013-14, the California Transportation Commission (Commission) voted 310 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 July 22, 2015, 307 projects totaling $1.67 billion have been awarded. Funds for two projects have lapsed.

In FY 2014-15, the Commission voted 372 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of July 22, 2015, 238 projects totaling $835.7 million have been awarded. Funds for two projects have either lapsed or been rescinded.

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 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	56	2	$302,326	0	35	47
October 2013	34	$149,696	34	0	$146,694	0	24	30
December 2013	27	$105,410	27	0	$85,943	0	18	25
January 2014	22	$93,599	22	0	$94,943	0	15	17
March 2014	37	$256,087	37	0	$256,944	0	24	35
May 2014	81	$456,494	80	0	$426,261	1	62	69
June 2014	51	$352,364	51	0	$353,663	0	36	48
TOTAL	310	$1,735,340	307	2	$1,666,774	1	214	271

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.

FY 2014-15 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 2014	86	$562,436	81	1	$500,586	4	43	72
October 2014	15	$71,486	14	0	$15,166	1	9	12
December 2014	31	$123,108	28	1	$39,480	2	20	27
January 2015	29	$150,078	29	0	$137,903	0	18	26
March 2015	83	$216,906	58	0	$107,806	25	57	64
May 2015	64	$184,758	21	0	$24,581	43	21	24
June 2015	64	$490,498	7	0	$10,206	57	8	8
TOTAL	372	$1,799,270	238	2	$835,728	132	176	233

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 2014-15 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

FY 2013-14 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0133A	2G860	ALA-580	In San Leandro, at Benedict Drive off-ramp. Construct retaining wall.	21-May-14	31-Aug-15	$2,252	Project advertised on 7/13/15. Bid opening date 8/5/15. A time extension for this project was approved on 12/10/14.

FY 2014-15 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
03-3453C	1A843	ED-89	Near South Lake Tahoe, from Cascade Road to north of Eagle falls Sidehill viaduct. Storm water quality improvements.	20-Aug-14	31-Aug-15	$7,843	Advertise date 5/11/15. Bid opening date 6/30/15. A time extension for this project was approved on 3/25/15.
04-0142F	0G221	ALA-VAR	In Alameda and Contra Costa Counties at various locations. Construct curb ramps and passageways.	20-Aug-14	30-Sep-15	$600	Project advertised on 6/29/15. Bid opening date 7/29/15. A time extension for this project was approved on 3/25/15.
04-0143A	1SS02	ALA-13	In Oakland, at 0.1 north of Morgan Avenue. Install retaining wall.	20-Aug-14	31-Aug-16	$4,179	Delay to award due to bid protest A time extension for this project was approved on 3/25/15.
04-0098L	4A480	ALA-260	Near Alameda, at Posey-Webster Tubes Bridge #33-0106L/R. Rehabilitate bridge.	20-Aug-14	31-Aug-15	$7,596	Project advertised on 6/22/15. Bid opening date 7/30/15. A time extension for this project was approved on 3/25/15.
04-0360G	26409	MRN-101	At Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2)	8-Oct-14	30-Apr-16	$55,005	Delay to award due to utility relocation. A time extension request was approved on 5/28/15.
08-0174L	35556(1)	SBD-15	Reconstruct three interchanges, widen one bridge and upgrade 4 miles of mainline to current roadway standards.	10-Dec-14	31-Dec-15	$69,607	Project advertised on 6/15/15. Bid opening date 8/5/15. A time extension for this project was approved on 6/25/15.
08-0175N	35558(1)	SBD-15	Construct context sensitive elements like rock blanket and aesthetic treatment on bridge structures and retaining walls.	10-Dec-14	31-Dec-15	$1,446	
06-6690	0R020	KER-58	Place concrete barrier and high friction surface treatment.	20-Feb-15	31-Aug-15	$284	Bids opened 5/21/15. Pending award.

(1) The two projects will be combined for construction purposes under EA 08-3555V.

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Tab 33

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER 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) 2013-14 and FY 2014-15.

In FY 2013-14, the Commission allocated $70,281,000 to construct 55 locally-administered STIP projects. As of July 23, 2015, 54 projects totaling $69,710,000 have been awarded. One project (PPNO 07-4542) has lapsed.

In FY 2014-15, the Commission allocated $38,382,000 to construct 33 locally-administrated STIP projects. As of July 23, 2015, nine projects totaling $12,308,000 have been awarded. Two projects have been approved for time extensions.

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 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
August 2013	8	$14,111	7	1	0	3	7
October 2013	7	$14,871	7	0	0	0	6
December 2013	4	$3,905	4	0	0	1	4
January 2014	5	$10,669	5	0	0	2	4
March 2014	10	$6,633	10	0	0	3	8
May 2014	4	$4,251	4	0	0	1	3
June 2014	17	$15,841	17	0	0	1	12
Total	55	$70,281	54	1	0	11	44

FY 2014-15 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 2014	2	$6,968	2	0	0	1	2
October 2014	3	$1,861	1	0	0	1	1
November 2014	0	$0	0	0	2	0	0
December 2014	3	$2,762	3	0	0	0	3
January 2015	1	$465	1	0	0	0	1
March 2015	9	$8,474	2	0	7	2	2
May 2015	6	$6,897	0	0	6	0	0
June 2015	9	$10,955	0	0	9	0	0
Total	33	$38,382	9	0	24	4	9

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
Trinity County	Hayfork Creek Bridge 5C-086 on Wildwood Road	02-2464	8-Oct-14	31-Oct-15	(1)	$417,000	The project will be awarded by the extended deadline.
City of Taft	Rails to trails Phase IV in Taft, Construct bike/pedestrian path	06-6615	8-Oct-14	31-Oct-15	(2)	$594,000	The project will be awarded by the extended deadline.
City of Fortuna	Rohnerville Road Widening (Redwood – Jordan)	01-2076	26-Mar-15	30-Sept-15		$1,691,000	The project will be awarded by the deadline.
Glenn County	County Road V North Roadway Rehabilitation	03-1312	26-Mar-15	30-Sept-15		$1,286,000	The project will be awarded by the deadline.
Glenn County	Road V South-39 to Route 162 Rehabilitation	03-1314	26-Mar-15	30-Sept-15		$991,000	The project will be awarded by the deadline.
City of Willows	Sacramento Street Reconstruction	03-1315	26-Mar-15	30-Sept-15		$661,000	The project will be awarded by the deadline.
City of Willows	Butte Street South Reconstruction	03-1316	26-Mar-15	30-Sept-15		$276,000	The project will be awarded by the deadline.
City of Concord	Detroit Avenue Complete Streets Project	04-2025K	26-Mar-15	30-Sept-15		$850,000	The project will be awarded by the deadline.
City of San Jose	Park Avenue Multi – Modal Improvements	04-9036L	26-Mar-15	30-Sept-15		$1,456,000	The project will be awarded by the deadline.
Grand Total						**$8,222,000**	

(1) This extension deadline was approved in May 2015 (Waiver 15-20)
(2) This extension deadline was approved in March 2015 (Waiver-15-09)

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DEPARTMENT OF TRANSPORTATION

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Tab 34

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 3.2c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER RESOLUTION G-14-05**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2014-15.

In FY 2014-15, the California Transportation Commission (Commission) allocated $47,208,000 to construct 61 ATP projects. As of July 23, 2015, 18 projects totaling $10,648,000 have been awarded. Four projects were approved for time extensions. One project has a concurrent time extension on the Commission's August 2015 agenda.

BACKGROUND:

Resolution G-14-05, adopted March 20, 2014, 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 2014-15 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 2014	0	$0	0	0	0	0	0
October 2014	0	$0	0	0	0	0	0
December 2014	1	$400	0	0	1	0	0
January 2015	18	$11,340	14	0	4	9	14
March 2015	18	$23,361	4	0	14	4	4
May 2015	10	$5,819	0	0	10	0	0
June 2015	14	$6,288	0	0	14	0	0
Total	61	$47,208	18	0	43	13	18

Note: Includes all ATP Infrastructure and Non-Infrastructure projects

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

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
Mendocino County Health and Human Services Agency	Mendocino County Health and Human Services Agency Safe Routes to School Project	01-4611	26-Mar-15	30-Sept-15	$871,000	The project will be awarded by the deadline.
Mendocino Council of Governments	Covelo State Routes 162 Corridor Multi-Purpose Trail Phase 1	01-4610A	26-Mar-15	30-Sept-15	$233,000	The project will be awarded by the deadline.
El Dorado County	Sawmill Bike Trail Safe Access	03-1218	26-Mar-15	30-Sept-15	$750,000	The project will be awarded by the deadline.
Sacramento County Department of Transportation	Sacramento County – El Camino Avenue Phase 2 – Street and Sidewalk Improvements	03-1682	26-Mar-15	30-Sept-15	$1,692,000	The project will be awarded by the deadline.
Santa Clara Valley Transportation Authority	Santa Clara County Valley Transportation Authority's Central and South County Bicycle Corridor Plan	04-2150B	26-Mar-15	30-Sept-15	$443,000	The project will be awarded by the deadline.
Napa County Transportation Planning Agency	Napa Vine Trail Phase 2	04-2300A	22-Jan-15	31-Oct-15	$3,600,000 (1)	The project will be awarded by the extended deadline.
City of Fresno	City of Fresno Bicycle/Pedestrian Master Plan Update	06-6758	26-Mar-15	30-Sept-15	$221,000	The project will be awarded by the deadline.
City of Inglewood	Active Transportation Plan & Safe Routes to School Plan	07-4901	26-Mar-15	30-Sept-15	$486,000	The project will be awarded by the deadline.
City of Glendale	Citywide Pedestrian Plan	07-4889	26-Mar-15	30-Sept-15	$500,000	The project will be awarded by the deadline.
City of Glendale	Citywide Safety Education Initiative	07-4890	26-Mar-15	30-Sept-15	$500,000	The project will be awarded by the deadline.
San Bernardino Association of Government	San Bernardino Association of Government Points of Interest Pedestrian Plan	08-1145	12-Dec-14	31-Dec -15	$400,000 (1)	The project will be awarded by the extended deadline.
San Bernardino Association of Governments	San Bernardino Association of Governments Points of Interest Pedestrian Plan	08-1147	22-Jan-15	31-Jul-15	$400,000	The project will be awarded by the deadline.
City of Stockton	Safe Routes to School Plan	10-3097	22-Jan-15	31-Jan-16	$350,000 (1)	The project will be awarded by the extended deadline.
City of Stockton	Bicycle Master Plan Update	10-3098	22-Jan-15	31-Jan-16	$550,000 (1)	The project will be awarded by the extended deadline.
San Diego Association of Governments	San Diego Association of Governments State Route 15 Commuter Bike Facility	11-1126	26-Mar-15	30-Sept-15	$12,385,000	The project will be awarded by the deadline.
City of San Diego	Linda Vista Safe Routes to School	11-1150	26-Mar-15	31-Dec-15	$500,000	A concurrent three-month time extension has been submitted.
City of Santa Ana	City of Santa Ana – Newhope – Civic Center – Grand Class 11 Bike Lanes	12-2170V	26-Mar-15	30-Sept-15	$272,000	The project will be awarded by the deadline
City of Santa Ana	Complete Streets Plan	12-2170W	26-Mar-15	30-Sept-15	$300,000	The project will be awarded by the deadline.
Grand Total					**$24,453,000**	

(1) This extended deadline was approved in June 2015 (Waiver-15-33)

State of California
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Tab 35

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FISCAL YEAR 2014–15 YEAR-END REPORTS FOR THE AIRPORT IMPROVEMENT PROGRAM AND ACQUISITION AND DEVELOPMENT PROJECTS**

The attached reports include the California Department of Transportation, Division of Aeronautics, year-end reports for Fiscal Year 2014–15 for the Airport Improvement Program and the Acquisition and Development Projects. These reports have been discussed with the staff of the California Transportation Commission.

Attachments

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2014–2015
Year-end Report

Division of Aeronautics

Acquisition and Development Projects

Report to the

California Transportation Commission

SUMMARY

This report for the Division of Aeronautics (Division) Acquisition and Development (A&D) Projects is for the year-end 2014–15 Fiscal Year. This report includes the status of the allocated projects.

BACKGROUND

The Aeronautics A&D Program is a biennial three-year program for the acquisition and development of airports.

The Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, sections 21683 and 21706. The A&D projects are State funded at 90 percent of the total project cost with a 10 percent local match required.

STATUS

Currently, there are a total of 26 projects valued at $5.2 million. The following two allocated projects are behind schedule:

Airport and County Project Description	Status	Estimated End of Construction
* **Ravendale Airport** Lassen County 1. Widen Runway, Taxiway; Rehabilitate and Restripe Pavement	This project has been included in Capital Improvement Plan reports for several cycles before receiving allocation. Lassen County has had challenges delivering multiple projects simultaneously due to its limited staff and a limited construction window. Delay of this project is also due to the contingency of the completion of the other projects.	July 2016
* **Santa Barbara Airport** Santa Barbara County 2. Adopt Airport Land Use Compatibility Plan	The Airport Land Use Commission (ALUC) finished the Airport Land Use Compatibility Plan (ALUCP) but has not adopted the document due to the need for California Environmental Quality Act compliance. The ALUC has applied for a new grant to prepare an environmental document, and it is included in the Capital Improvement Plan for the FY 2015–16. Once the environmental compliance is met, the ALUC will adopt the ALUCP, and the Division can make the final payment for SB-VAR-10-1 and close out this grant.	August 2016

Acquisition and Development Projects Status and Detail

Allocated Projects

District	Airport	County	Project Description	Project Status	Allocation Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion
7	Bracket Field	Los Angeles	Airport Land Use Compatibility Plan (ALUCP)	Progress Pay	6/22/2011	$97,000	$69,679	12/31/2015
8	Hemet Ryan	Riverside	ALUCP	Progress Pay	9/15/2011	$117,000	$42,556	6/30/2016
11	Jacumba	San Diego	Rehabilitate Runway 07/25	Plans, Specifications, and Estimate (PS&E)	5/28/2015	$383,000	0	5/28/2019
2	Trinity Center	Trinity	Slurry Seal Apron, Taxiway area, and Restripe Pavement	PS&E	5/28/2015	$90,000	0	5/28/2019
2	Herlong	Lassen	Install Runway Lighting	PS&E	5/28/2015	$84,000	0	5/28/2019
2	Herlong	Lassen	Overlay Runway, Taxiway, and Apron	PS&E	5/28/2015	$410,000	0	5/28/2019
2	*1 Ravendale	Lassen	Widen Runway, Taxiway; Rehabilitate and Restripe Pavement	PS&E	3/23/2011	$351,000	0	7/31/2016
2	Ravendale	Lassen	Overlay Runway and Tie-down Area	PS&E	5/28/2015	$405,000	0	5/28/2019
2	Ravendale	Lassen	Install Runway Lighting	PS&E	5/28/2015	$86,000	0	5/28/2019
4	San Carlos	San Mateo	ALUCP	Progress Pay	1/25/2012	$135,000	$62,264	11/15/2015
5	*2 Santa Barbara	Santa Barbara	ALUCP	Progress Pay	1/20/2011	$90,000	$81,000	8/15/2016
1	Ward Field	Del Norte	Obstruction Removal (Trees)	Project Started	4/25/2012	$113,000	$32,880	2/11/2017
11	Agua Caliente Springs	San Diego	Rehabilitate Runway 11/29	PS&E	1/22/15	$499,000	0	1/22/2019
1	Ward Field	Del Norte	ALUCP	Allocated	3/26/15	$135,000	0	3/26/2019
3	Chico Municipal	Butte	ALUCP	Allocated	3/26/15	$99,000	0	3/26/2019
4	Rio Vista	Solano	ALUCP	Allocated	3/26/15	$144,000	0	3/26/2019
2	Ruth	Trinity	Runway Overlay and Restripe Pavement	PS&E	3/26/15	$432,000	0	3/26/2019
10	Calaveras/Maury	Calaveras	Upgrade Weather Observing System	PS&E	3/26/15	$50,000	0	3/26/2019
10	Calaveras/Maury	Calaveras	Replace Rotation Beacon	PS&E	3/26/15	$20,000	0	3/26/2019
3	Cameron Airpark	El Dorado	Runway Crack Repair and Slurry Seal	Allocated	6/25/2015	$89,000	0	6/25/2019
8	Jacqueline Cochran	Riverside	ALUCP – (County-wide)	Allocated	6/25/2015	$135,000	0	6/25/2019
1	Andy McBeth	Del Norte	Obstruction Removal (Trees)	Allocated	6/25/2015	$135,000	0	6/25/2019
8	Chiriaco Summit	Riverside	Runway Paving and Grading	Allocated	6/25/2015	$430,000	0	6/25/2019
2	Montague-Yreka, Rohrer Field	Siskiyou	Install Precision Approach Path Indicator on Runway 14	Allocated	6/25/2015	$68,000	0	6/25/2019
4	Hayward Executive	Alameda	Runway 10R/28L and Taxiway Paving and Restriping	PS&E	5/28/2015	$499,000	0	5/28/2019
2	Ravendale	Lassen	Construct Windsock Lighting and Beacon; Repair Segmented Circle	PS&E	5/28/2015	$108,000	0	5/28/2019
			Total Projects 26			**$5,204,000**	**$288,379**	

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2014–2015
Year-end Report

Division of Aeronautics

Airport Improvement Program

Report to the

California Transportation Commission

BACKGROUND:

The California Department of Transportation (Department) Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity for five percent of the amount of a federal Airport Improvement Program (AIP) grant.

Each year the Commission approves a set-aside to match AIP grants. This allocation provides the authority for the Department to sub-vent matching funds to individual projects as requested by airport sponsors.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for State AIP Matching grant funds. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

STATUS:

The Commission, at its December 2014 meeting, allocated an additional $180,000 for the set-aside AIP Matching Grant for Fiscal Year 2014–15, bringing the total AIP Match from $550,000 to $730,000. The Department has sub-allocated a total of $633,907 to 43 projects. There is $96,097 allocation authority remaining at the end of the 2014–15 Fiscal Year.

The Commission, at its December 2014 meeting, allocated $615,046 in AIP Matching grant funds for three projects over $100,000.

The total allocated AIP Matching Grant Funds for Fiscal Year 2014–15 is $1,248,953 for 46 projects.

One project was completed with a $1,140 savings.

Aid to Airports Matching Grant Program

Airport	Sponsor	Project Description	Date Executed	Total Project	Federal AIP Grant	State Match	Completed Savings
Alturas Municipal	City of Alturas	Rehabilitate Airfield Pavement (joint seal and cracks, slurry seal, and remark)	10/06/2014	564,185	537,319	26,866	
Apple Valley	County of San Bernardino	Rehabilitate Runway and Taxiway	11/04/2014	299,350	269,415	13,471	
Benton Airpark	City of Redding	Construct Wash Rack	10/06/2014	348,163	313,347	15,667	
Bishop	County of Inyo	Rehabilitation of Airport Runway and Taxiway Lighting; Installation of Guidance Signs; Replacement of Visual Approach Slope Indicator Systems with Precision Approach Path Indicators	12/12/2014	2,833,333	2,550,000	127,500	
Boonville	Anderson Valley Community Services District	Widen Runway	09/05/2014	992,558	893,329	44,666	
Brackett Field	County of Los Angeles	Update Airport Master Plan Study	11/12/2014	117,500	105,750	5,288	
Buchanan Field	County of Contra Costa	Rehabilitate Taxiways Echo and Kilo (including lighting and signage, Design)	11/04/2014	132,417	119,175	5,959	
Calexico	City of Calexico	Runway Rehabilitation	12/12/14	191,340	3,337,273	166,864	
Camarillo	County of Ventura	Airport Pavement Rehabilitation of Apron South by Taxiway “B,” which also includes Key Apron and Aviation Drive	09/09/2014	467,627	415,464	20,773	
Castle	County of Merced	Rehabilitate Runway, Runway Lighting	01/14/2015	122,739	116,894	5,845	
Chester-Rogers Field	County of Plumas	Rehabilitate Apron	10/06/2014		1,707,957	85,398	
Chino	County of San Bernardino	Conduct a Miscellaneous Study	11/12/2014	61,803	58,860	2,943	
Chino	County of San Bernardino	Install Airfield Guidance Signs; Rehabilitate Apron - phase I (Design only)	11/04/2014	268,880	256,076	12,804	
Compton	County of Los Angeles	Update Airport Master Plan Study	11/13/2014	47,500	42,750	2,138	
Compton	County of Los Angeles	Rehabilitate Runway 07R-25L, Design; Rehabilitate Taxiway A, Design	11/13/2014	452,500	407,250	20,363	
El Monte	County of Los Angeles	Update Airport Master Plan Study	11/04/2014	47,500	42,750	2,138	
French Valley	County of Riverside	Rehabilitate South Apron (phase I - Design only)	01/05/2015	126,374	113,738	5,687	
Fresno-Chandler	City of Fresno	Pavement Management Program Update	09/17/2014	50,000	45,000	2,250	
Fresno-Chandler	City of Fresno	Rehabilitate Taxiway (taxi lane phase 1-Design)	10/08/2014	50,000	45,000	2,250	
Fullerton Municipal	City of Fullerton	Rehabilitate Air Traffic Control Tower	09/05/2014	660,000	600,000	30,000	
Gansner-Quincy	County of Plumas	Install Runway Lighting, Rehabilitate Runway and Taxiway	10/06/2014	196,385	187,200	9,185	
General William Fox	County of Los Angeles	Construct Exit Taxiway (Design)	11/04/2014	220,000	198,000	9,900	
Hemet-Ryan	County of Riverside	Rehabilitate Taxiway	01/05/2015	85,239	81,180	4,059	
Little River	County of Mendocino	Rehabilitate Taxiway	09/16/2014	109,000	98,100	4,905	
Little River	County of Mendocino	Replace and Relocate Rotating Beacon Pole, Install Perimeter Fencing	09/22/2014	364,381	306,943	15,347	
Lompoc	City of Lompoc	Rehabilitate Pavement at the Airport Northeast Apron Area	09/29/2014	280,357	252,321	12,616	
Lone Pine	County of Inyo	Replacement of Automated Weather Observing System	11/19/2014	179,756	161,780	8,089	
Lone Pine	County of Inyo	Update of Airport Master Plan Study	12/12/2014	196,159	176,543	8,827	

Airport	Sponsor	Project Description	Date Executed	Total Project	Federal AIP Grant	State Match	Completed Savings
Mesa Del Rey	King City	Install Lighted Wind Cone, Vertical/Visual Guidance and Install Runway End Identification Light System	01/05/2015	165,486	157,606	7,880	
Napa County	County of Napa	Environmental Study for Runway Pavement Rehabilitation	12/17/2014	59,819	56,970	2,849	
Needles	County of San Bernardino	Update Airport Master Plan Study	11/12/2014	179,550	171,000	8,550	
Nevada County	County of Nevada	Install Perimeter Fencing (Design)	02/23/2015	125000	112,500	5,625	
Oakdale Municipal	City of Oakdale	Improve Airport Erosion Control; Install Perimeter Fencing	10/31/2104	53,865	51,300	2,565	
Oroville Municipal	City of Oroville	Drainage Improvements for Runway, Improve Runway	10/31/2014	66,245	63,090	3,155	
Paso Robles Municipal	City of Paso Robles	Rehabilitate Taxiways A and F	09/29/2014	1,387,176	1,248,458	62,423	
Petaluma Municipal	City of Petaluma	Rehabilitate Runway 11/29	09/25/2014	737,516	663,764	33,188	1,140
Reedley Municipal	City of Reedley	Install Perimeter Fencing	09/05/2014	206,000	185,400	9,270	
Rio Vista Municipal	City of Rio Vista	Rehabilitate Runways and Associated Taxiways and Aprons	12/11/2014	732,854	697,956	34,898	
San Bernardino International	San Bernardino International Airport Authority	Rehabilitate Apron; Rehabilitate Taxiway (phase I - Design only)	10/15/2014	408,336	388,891	19,445	
Susanville Municipal	City of Susanville	Reconstruct Apron	10/06/2014	7,392,681	572,000	28,600	
Tehachapi Municipal	City of Tehachapi	Environmental Assessment	12/22/2014	199,903	190,384	9,519	
Tracy Municipal	City of Tracy	Rehabilitate Runways (8/26 and 12/30) and Taxiways (A, B, D, and E)	04/13/2015	6,734,317	6,413,635	320,682	
Tulare Municipal/ Mefford Field	City of Tulare	Airport Layout Plan Update with Narrative Report	09/29/2014	96,390	91,800	4,590	
Tulelake (Newell) Municipal	County of Modoc	Update Airport Master Plan Study	11/04/2014	197,600	177,840	8,892	
Twenty-Nine Palms	County of San Bernardino	Update Airport Master Plan Study	11/12/2014	179,128	170,598	8,530	
Yuba County	County of Yuba	Rehabilitate Apron (Design - Main Apron North End Reconstruction)	09/06/2014	144,300	129,870	6,494	
						1,248,953	**1,140**

Tab 36

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 3.4
Information

From: WILL KEMPTON
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 programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report includes lists for the local STIP projects programmed in 2015-16 for which an SB 184 letter and allocation request was received.

As reported at the June 2015 meeting, SB 184 notification letters were received for five projects programmed in FY 2015-16. Since then, 19 additional notifications were received. Eighteen notifications are for planning, programming and monitoring (PPM) purposes. One is for a project in Siskiyou County, the 7th and 8th Streets, Prather St/Web St, rehabilitation project. The effective date that funds can be expended for these projects in advance of Commission allocation is July 1, 2015. The projects are highlighted on Attachment 1.

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 14529.17 is limited to advanced expenditures for projects programmed in the current fiscal year of the State Transportation Improvement Program. FY 2015-16 Notifications received prior to the beginning of the fiscal year are effective on July 1, 2015. Notifications received after July 1, 2015, are effective the date the Commission receives the notification letter.

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

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 2015-16 Local STIP Projects

Includes SB 184 Letters Received Through July 1, 2015

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 15-16	Project Totals by Component R/W	Const	E & P	PS&E
1	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 126	0	126	0	0
2	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 82	0	82	0	0
3	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 222	0	222	0	0
4	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 34	0	34	0	0
5	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 100	0	100	0	0
6	Lake	Lake APC		3002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 41	0	41	0	0
7	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 23	0	23	0	0
8	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 140	0	140	0	0
9	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 14	0	14	0	0
10	Napa	NCTPA		1003E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 69	0	69	0	0
11	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 47	0	47	0	0
12	San Bernardino	SANBAG		9811	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 1,200	0	1,200	0	0
13	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 854	0	854	0	0
14	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 64	0	64	0	0
15	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 67	0	67	0	0
16	San Mateo	SMC/CAG		2140A	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 165	0	165	0	0
17	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 147	0	147	0	0
18	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 628	0	628	0	0
19	Siskiyou	Montague		2523	7th and 8th Streets, Prather St-Web St, rehab	01-Jul-15	Aug-15	Aug-15	$ 86	0	86	0	0
20	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 39	0	39	0	0
21	Solano	STA		2263	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 98	0	98	0	0
22	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 47	0	47	0	0
23	Sonoma	SCTA		770E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 125	0	125	0	0
24	Tuolumne	TCTC		452	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 59	0	59	0	0
					Total (eligible on July 1, 2015, or from Effective Date of Letter, if received later)				$4,477	0	4,477	0	0

Tab 37

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 3.7
Information

From: WILL KEMPTON
Executive Director

Subject: **Toll Bridge Seismic Retrofit Program - 2015 Second Quarter Progress and Financial Update**

SUMMARY: All state-owned toll bridges have achieved seismic safety, via either retrofit or replacement of structure. Although bridge seismic safety has been achieved, project closeouts and follow up projects like the demolition of the old Bay Bridge are ongoing. The following summarizes key issues on some of the remaining contracts:

Self Anchored Suspension (SAS) span –

- The SAS contractor, American Bridge/Fluor Enterprises Joint Venture, has completed all bridge construction activities and has vacated the construction site. Contract acceptance is pending resolution of issues associated with the discovery of water in the tower foundation anchor rod sleeves.
- The Toll Bridge Program Oversight Committee (TBPOC) directed Caltrans to develop a comprehensive testing plan and protocol for the tower foundation rods, in cooperation with the independent bolt review team, the Seismic Safety Peer Review Panel and marine foundation experts with assistance from the Federal Highway Administration. The TBPOC has authorized $4 million for rod testing activities and investigation of water intrusion into the SAS tower foundation. Reports on the rod tests and investigations will be provided in future quarterly reports.

Dismantling of the old span -

- The old bridge's main cantilever truss and the Yerba Buena Island detour structure have been removed. Construction of the new eastbound on-ramp and bicycle/pedestrian path is ongoing and is scheduled to be completed in December 2015. Dismantling of the 504' and 288' truss sections back to the Oakland shoreline has started.
- Caltrans is recommending that the hollow caissons marine foundations be imploded in place to a point below the mud line of the bay. The implosion method is thought to be less environmentally damaging to the bay than the traditional means of building cofferdams and jack hammering the concrete. The implosion method will be demonstrated on Pier E3 and if successful repeated on the other caisson foundations. The demonstration implosion is scheduled for November 2015, but is still awaiting permits and approvals from regulatory agencies.
- The TBPOC has requested and Caltrans has agreed to be innovative in overseeing the old bridge dismantling contracts. Caltrans has decided to reduce the number of state and consultant personnel that will administer the demolition contracts, thus saving approximately $10 million in capital outlay support costs.

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

M e m o r a n d u m

Tab 38

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.10
Information

From: WILL KEMPTON
Executive Director

Subject: **QUARTERLY REPORT – COMMISSION COMMENT LETTERS ON NOTICES OF PREPARATION AND DRAFT ENVIRONMENTAL IMPACT REPORTS**

ISSUE:

For the period of April 1, 2015 to June 30, 2015, the California Transportation Commission (Commission) received three Notices of Preparation and one Draft Environmental Impact Report. The Executive Director's comment letters are attached.

BACKGROUND:

At the June 2009 Commission Meeting, the Commission delegated to its Executive Director the authority to provide comments to routine Notices of Preparation and Draft Environmental Impact Reports. The Commission's delegation to the Executive Director requires that comments to routine Notices of Preparation and Draft Environmental Impact Reports be reported to the Commission quarterly.

Attachments

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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http://www.catc.ca.gov

May 4, 2015

Mr. Oliver Iberien,
California Department of Transportation
Environmental Branch, District 4
111 Grand Avenue MS-8B
Oakland, CA 94612

RE: Draft Environmental Impact Report for the Alameda Creek Bridge Replacement Project 04-ALA84, PM13.0/13.6

Dear Mr. Iberien,

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Environmental Impact Report (DEIR) prepared by the California Department of Transportation (Caltrans) for the Alameda Creek Bridge Replacement Project in Alameda County. This project proposes to replace the Alameda Creek Bridge, along with realigning the eastern and western approaches to the bridge on State Route 84.

The Commission has no comments with respect to the project's purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. As the project is programmed in the State Highway Operation and Protection Program (SHOPP) and 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. The Commission cannot allocate funds to a project for design, right of way or construction, or approve a new public road connection or route adoption, until the final environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

Upon completion of the CEQA process and prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in

the final environmental document is or is not consistent with the project programmed by the Commission and included in the Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

If you have any questions, please contact Teresa Favila at (916) 653-2064.

Sincerely,

Will Kempton

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
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April 21, 2015

Bahar Heydari
California Department of Transportation, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

RE: SR-241 / SR-91 Express Lanes Connector Supplemental Draft Environmental Impact Report/Environmental Impact Statement

Dear Bahar Heydari,

The California Transportation Commission (Commission) received your letter with respect to the Supplemental Draft Environmental Impact Report/Environmental Impact Statement for the SR-241/SR-91 Express Lanes Connector (Project).

Since there are no indentified funds subject to Commission action at this time, the Commission has no role in this project's environmental process. However, if in the future, funds or other actions under the purview of the Commission are anticipated, please ensure that notification is provided to the Commission as a Responsible Agency. Consideration of the environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Stephen Maller, Deputy Director, at (916) 653-2070.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

LUCETTA DUNN, Chair
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http://www.catc.ca.gov

May 4, 2015

Mr. Oliver Iberien,
California Department of Transportation
Environmental Branch, District 4
111 Grand Avenue MS-8B
Oakland, CA 94612

RE: Notice of Preparation - Draft Environmental Impact Report for the Lagunitas Creek Bridge Project

Dear Mr. Iberien,

The California Transportation Commission (Commission), as a Responsible Agency, received the Notice of Preparation that a Draft Environmental Impact Report will be prepared by the California Department of Transportation (Caltrans) for the Lagunitas Creek Bridge Project in Marin County. The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. As the project is programmed in the State Highway Operation and Protection Program (SHOPP) and actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency. Consideration of environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Teresa Favila at (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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

June 10, 2015

Ms. Michelle Ray
California Department of Transportation
Environmental Branch, District 6
855 M Street, Suite 200
Fresno, CA 93726

RE: Notice of Preparation - Draft Environmental Impact Report for the Madera 41 South Expressway

Dear Ms. Ray,

The California Transportation Commission (Commission), as a Responsible Agency, received the Notice of Preparation that a Draft Environmental Impact Report will be prepared by the California Department of Transportation (Caltrans) for the Madera 41 South Expressway Project in Madera County. The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. As actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency. Consideration of environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Teresa Favila, Senior Transportation Planner, at (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

Tab 39

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.2c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Katrina C. 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-15-37, E-15-38, E-15-39, E-15-40, E-15-41, E-15-42, E-15-43, E-15-44, E-15-45, E-15-46, E-15-47, E-15-48, and E-15-49.

ISSUE:

01-Hum-101, PM 110.58/113.76
RESOLUTION E-15-37

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 101 (U.S. 101) in Humboldt County. Repair storm damage on a portion of U.S. 101 near the town of Trinidad. (PPNO 2340)

This project in Humboldt County will repair damaged culverts in two slope failure areas. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $8,260,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The following resource areas may be impacted by the project: biological resources, geology/soils, and water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, re-vegetation using native plant species, using BMPs for erosion and sediment control, preparing a Restoration/Re-vegetation Plan, protecting sensitive habitats with ESA fencing, a biological monitor being on site during any initial disturbance of areas where the Del Norte Salamander and Northern red-legged frog are likely to occur. The project will result in less than significant impacts to the environment. As a result, an MND was completed for this project.

Attachment 1

ISSUE:

01-Lak-29, PM 0.17
RESOLUTION E-15-38

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 29 (SR 29) in Lake County. Install erosion control at existing bridge on SR 29 near the town of Middletown. (PPNO 3087)

This project in Lake County will place rock slope protection at the Saint Helena Creek Bridge on SR 29 near the town of Middletown. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $857,000 for capital and support. Construction is estimated to begin in Fiscal Year 2015-16. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. As a result, an ND was completed for this project.

Attachment 2

ISSUE:

01-Men-101, PM 89.2
RESOLUTION E-15-39

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 101 (U.S. 101) in Mendocino County. Culvert repair and restoration on a portion of U.S. 101 near the community of Leggett. (PPNO 4573)

This project in Mendocino County will repair the Cedar Creek Arch Culvert and restore the fish passage within the culvert and downstream channel on U.S. 101 near the community of Leggett. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $5,157,000 for capital and support. Construction is estimated to begin in Fiscal Year 2015-16. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources, and hydrology/water quality. Avoidance and

minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, re-vegetation using native plant species, using BMPs for erosion and sediment control, a biological monitor being on site to monitor the initial creek diversion and fish relocation, and conducting pre-construction surveys to determine the presence of foothill yellow frogs or their egg masses. As a result, an MND was completed for this project.

Attachment 3

ISSUE:

01-Men-101, PM 47.1/47.3
RESOLUTION E-15-40

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 101 (U.S. 101) in Mendocino County. Construct intersection improvements at Sherwood Road and U.S. 101 in the city of Willits. (PPNO 0125Z)

This project in Mendocino County will realign the existing Sherwood Road intersection with U.S. 101; including adding a shoulder, vehicle pullout, and retaining wall, in the city of Willits. The project is programmed in the 2014 State Transportation Improvement Program. The total estimated cost is $6,250,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Transportation Improvement Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 4

ISSUE:

02-Plu-70, PM 50.9/51.6
RESOLUTION E-15-41

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 70 (SR 70) in Plumas County. Rehabilitate and widen existing bridge near the town of Quincy. (PPNO 3212)

This project in Plumas County will rehabilitate and widen the Spring Garden Bridge near the town of Quincy. The project is programmed in the 2014 State Highway Operation and

Protection Program. The total estimated cost is $17,670,000 for capital and support. Construction is estimated to begin in Fiscal Year 2015-16. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 5

ISSUE:

03-But-191, PM 6.8/8.6
RESOLUTION E-15-42

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 191 (SR 191) in Butte County. Construct roadway improvements including the realignment of curves on a portion of SR 191 near the town of Paradise. (PPNO 2705)

This project in Butte County will realign curves and widen shoulders on SR 191 near the town of Paradise. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $29,250,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the purchase of approved mitigation credits for the loss of wetlands, replanting of native trees, and the incorporation of landscape features to reduce visual impacts. As a result, an MND was completed for this project.

Attachment 6

ISSUE:

03-Yol-16, PM 20.5/31.6
RESOLUTION E-15-43

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 16 (SR 16) in Yolo County. Construct roadway improvements on a portion of SR 16 near the communities of Madison and Esparto. (PPNO 8655A)

This project in Yolo County will widen and pave the shoulders, provide recovery zones, install rumble strips, add a left turn pocket, and straighten curves near the communities of Madison and Esparto. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $36,160,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources and visual resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the preparation of a re-vegetation plan, the purchase of mitigation credits for the loss of Valley oak trees and elderberry shrubs, and the restoration of any disturbed waterways. As a result, an MND was completed for this project.

Attachment 7

ISSUE:

04-SCl-152, PM 13.8/14.7
RESOLUTION E-15-44

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 152 (SR 152) in Santa Clara County. Construct roadway improvements including shoulder widening on a portion of SR 152 near the city of Gilroy. (PPNO 0730F)

This project in Santa Clara County will widen the shoulders, install rumble strips, and improve drainage on portion of SR 152 near the city of Gilroy. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $7,717,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, protecting sensitive habitats with ESA fencing, conducting pre-construction surveys to determine the presence of California red-legged frogs and California tiger salamanders, and all on-site project work occurring between June 1 and October 15. The project will result in less than significant impacts to the environment. As a result, an MND was completed for this project.

Attachment 8

ISSUE:

06-Tul-198, PM R4.2/R4.9 & 6.8/8.3
RESOLUTION E-15-45

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 198 (SR 198) in Tulare County. Construct median barriers on a portion of SR 198 in the city of Visalia. (PPNO 6713)

This project in Tulare County will construct median barriers at two locations in the city of Visalia. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $4,267,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the inclusion of standard special provisions in the construction contract regarding San Joaquin kit fox protection, and the payment of in-lieu fees for the loss of valley oak trees. As a result, an MND was completed for this project.

Attachment 9

ISSUE:

08-SBd-138, PM R17.1/R19.2
RESOLUTION E-15-46

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 138 (SR 138) in San Bernardino County. Realign a portion of SR 138 near the city of Hesperia. (PPNO 0237P)

This project in San Bernardino County will realign a two-lane segment of State Route 138 near the city of Hesperia. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $42,444,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 10

ISSUE:

08-SBd-247, PM 9.6/20.3
RESOLUTION E-15-47

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 247 (SR 247) in San Bernardino County. Construct roadway improvements including shoulder widening on a portion of SR 247 in the community of Landers. (PPNO 0253F)

This project in San Bernardino County will construct shoulders at various locations and place rumble strips on the existing and proposed shoulders on SR 247 in the community of Landers. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $29,281,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the use of exclusion fencing to prevent desert tortoises entry into a work site, and approval by a

qualified biologist for locations of proposed borrow sites and haul roads. As a result, an MND was completed for this project.

Attachment 11

ISSUE:

10-Ama-49, PM 17.0/17.5
RESOLUTION E-15-48

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 49 (SR 49) in Amador County. Construct intersection improvements on SR 49 at Shenandoah Road in the city of Plymouth. (PPNO 3075)

This project in Amador County will construct improvements to the intersection of SR 49 and Main Street/Shenandoah Road in the city of Plymouth. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $1,100,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and community impacts. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the payment of in-lieu fees to an approved mitigation bank for the loss of wetlands and oak trees, and providing replacement parking areas for the loss existing parking. As a result, an MND was completed for this project.

Attachment 12

ISSUE:

10-SJ-580, PM L0.1/15.3, 10-SJ-132, PM 0.0/0.45
RESOLUTION E-15-49

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 580 (SR 580) and State Route 132 (SR 132) in San Joaquin County. Construct roadway improvements including installation of Intelligent Transportation Systems elements on a portion of SR 580 near the city of Tracy. (PPNOs 0164, 3068, 7901)

This project in San Joaquin County will rehabilitate the roadway and install Intelligent Transportation Systems elements on SR 580 and widen and replace the shoulders of the on- and off-ramps on SR 132 near the city of Tracy. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $44,664,000 for capital and support. Construction is estimated to begin in Fiscal Year 2015-16. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the inclusion of standard special provisions in the construction contract regarding San Joaquin kit fox protection, protecting sensitive habitats with ESA fencing, and conducting pre-construction surveys to determine the presence of California red-legged frogs and California tiger salamanders. As a result, an MND was completed for this project.

Attachment 13

ATTACHMENT 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Hum-101, PM 110.58/113.76
Resolution E-15-37

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- United States Route 101 (U.S. 101) in Humboldt County. Repair storm damage on a portion of U.S. 101 near the town of Trinidad. (PPNO 2340)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

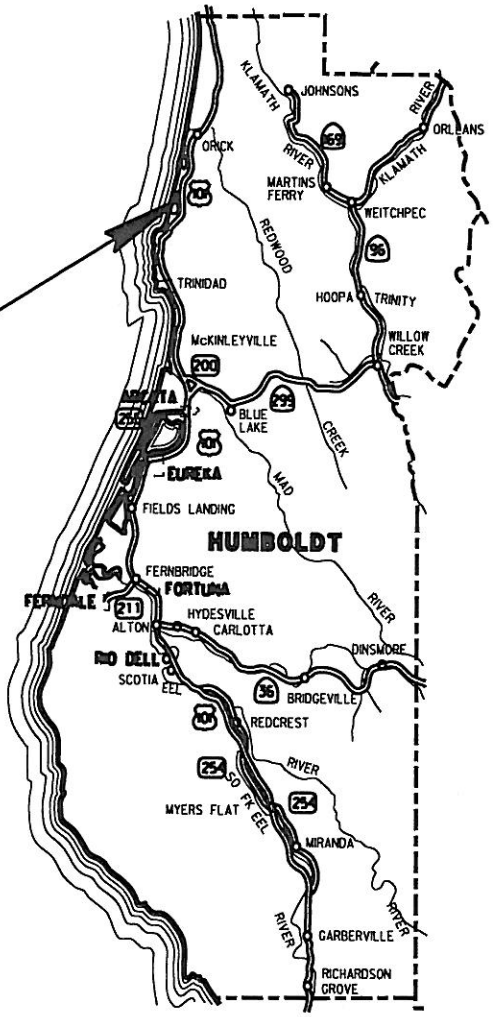
1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1

VICINITY MAP

PROJECT LOCATION
HUM-101-110.58,113.76



No Scale

ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Lak-29, PM 0.17
Resolution E-15-38

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 29 (SR 29) in Lake County. Install erosion control at existing bridge on SR 29 near the town of Middletown. (PPNO 3087)

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 2

INDEX OF PLANS

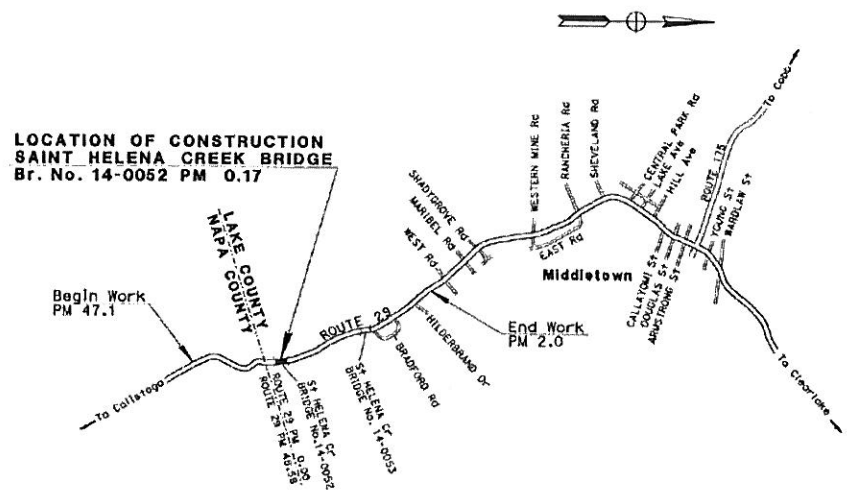
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN LAKE COUNTY
5.6 MILES SOUTH OF MIDDLETOWN
AT SAINT HELENA CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Lak	29	0.17		



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

DESIGN ENGINEER: A. Nigel
PROJECT MANAGER: Sebastian Cerati

PROJECT ENGINEER REGISTERED CIVIL ENGINEER — DATE
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	01-38560
PROJECT ID	0112000022

BORDER LAST REVISED 8/17/2008 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s128499 DGN FILE => 0112000022sb001.dgn | UNIT 0308 | PROJECT NUMBER & PHASE 01120000221

02-05-13 | DATE PLOTTED => 27-Mar-2014 | TIME PLOTTED => 08:47

ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Men-101, PM 89.2
Resolution E-15-39

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- United States Route 101 (U.S. 101) in Mendocino County. Culvert repair and restoration on a portion of U.S. 101 near the community of Leggett. (PPNO 4573)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

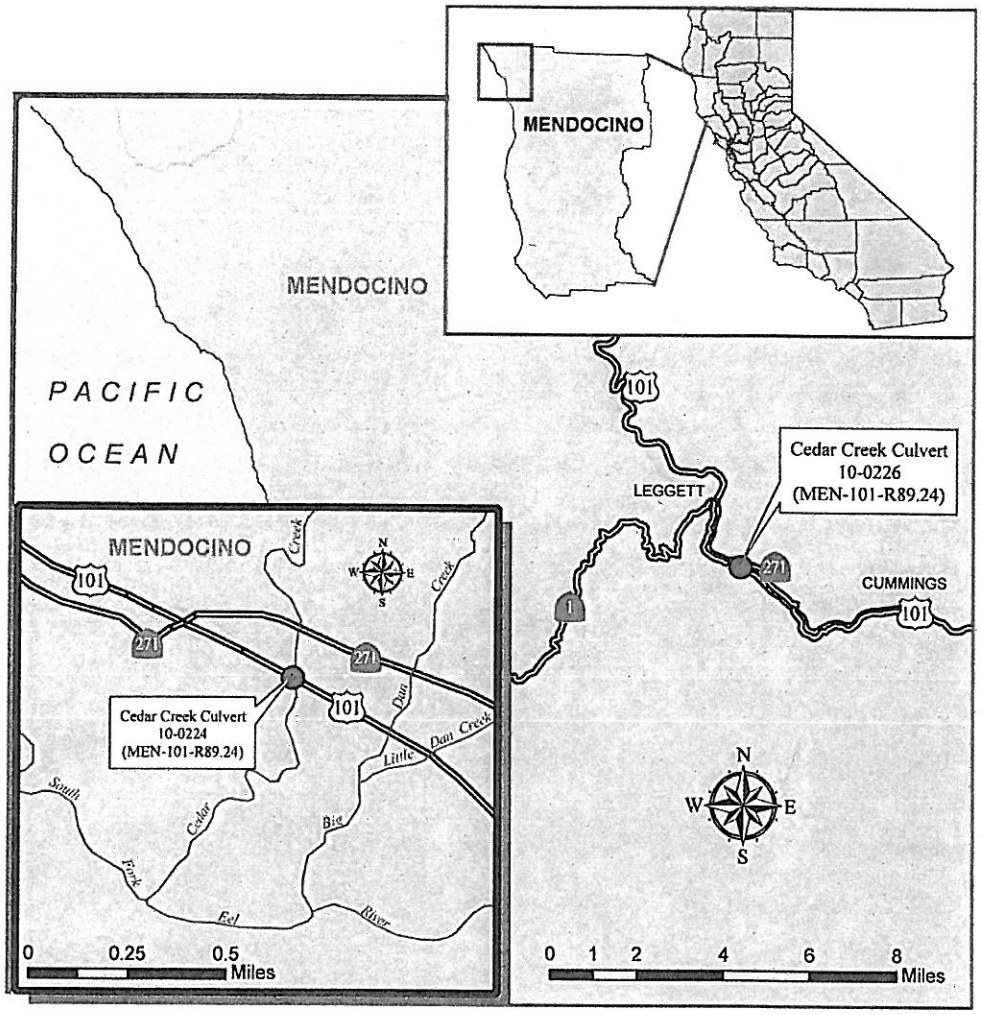
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 3

Figure 1.1. Project Location Map



ATTACHMENT 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Men-101, PM 47.1/47.3
Resolution E-15-40

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- United States Route 101 (U.S. 101) in Mendocino County. Construct intersection improvements at Sherwood Road and U.S. 101 in the city of Willits. (PPNO 0125Z)

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

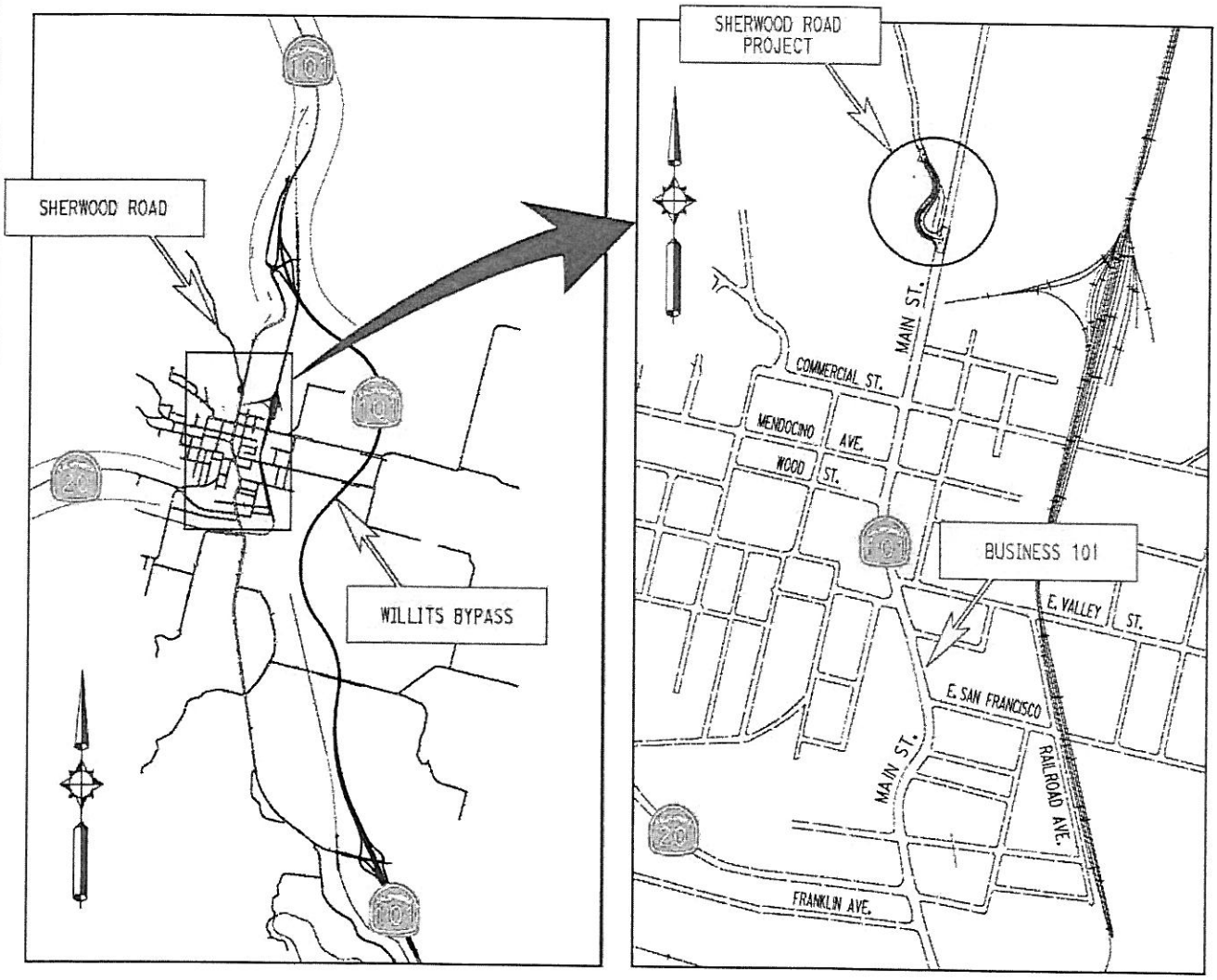


Figure 1
Project Location

ATTACHMENT 5

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
02-Plu-70, PM 50.9/51.6
Resolution E-15-41

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 70 (SR 70) in Plumas County. Rehabilitate and widen existing bridge near the town of Quincy. (PPNO 3212)

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.

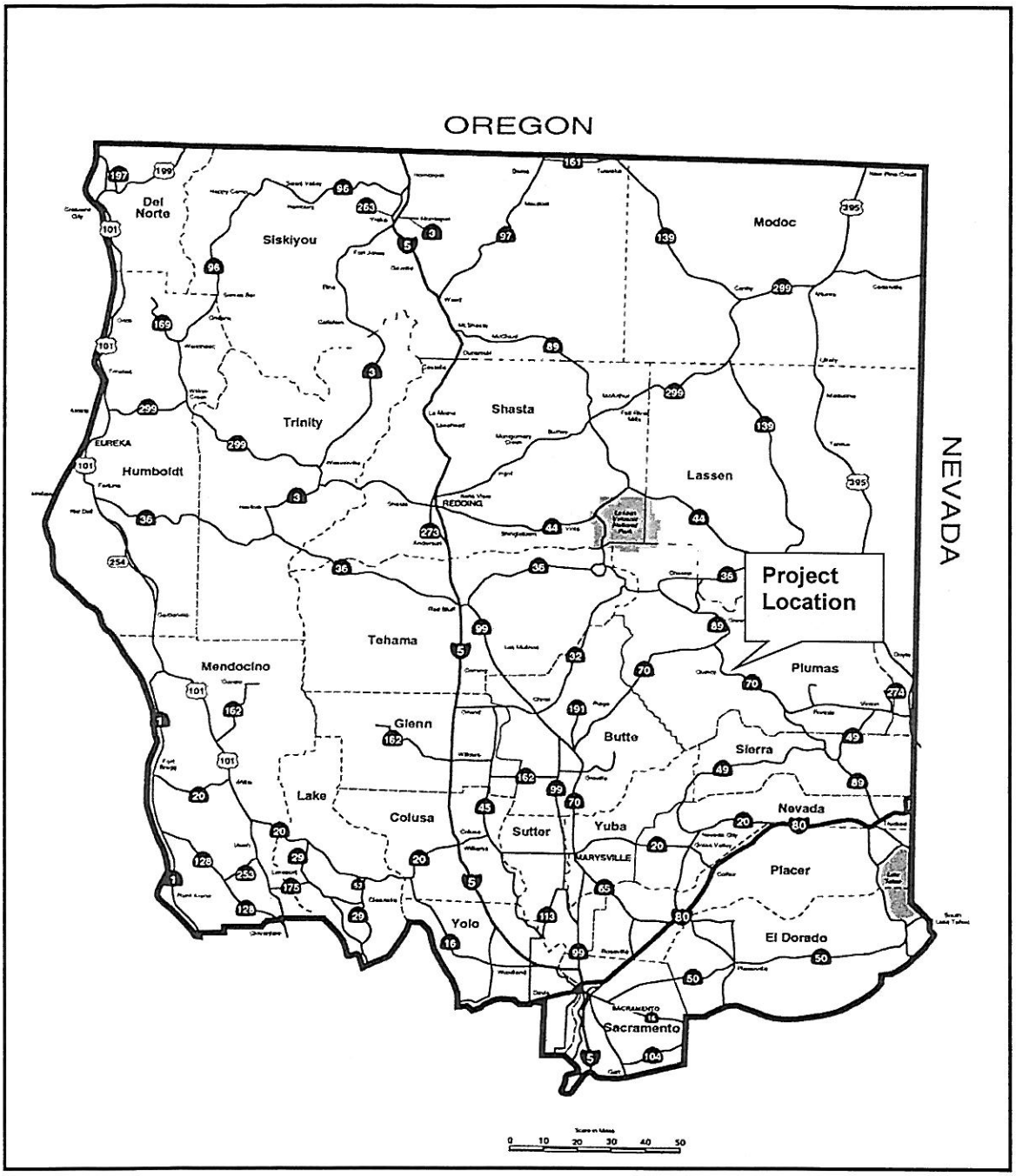


Figure 1: Project Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-But-191, PM 6.8/8.6
Resolution E-15-42

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 191 (SR 191) in Butte County. Construct roadway improvements including the realignment of curves on a portion of SR 191 near the town of Paradise. (PPNO 2705)

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

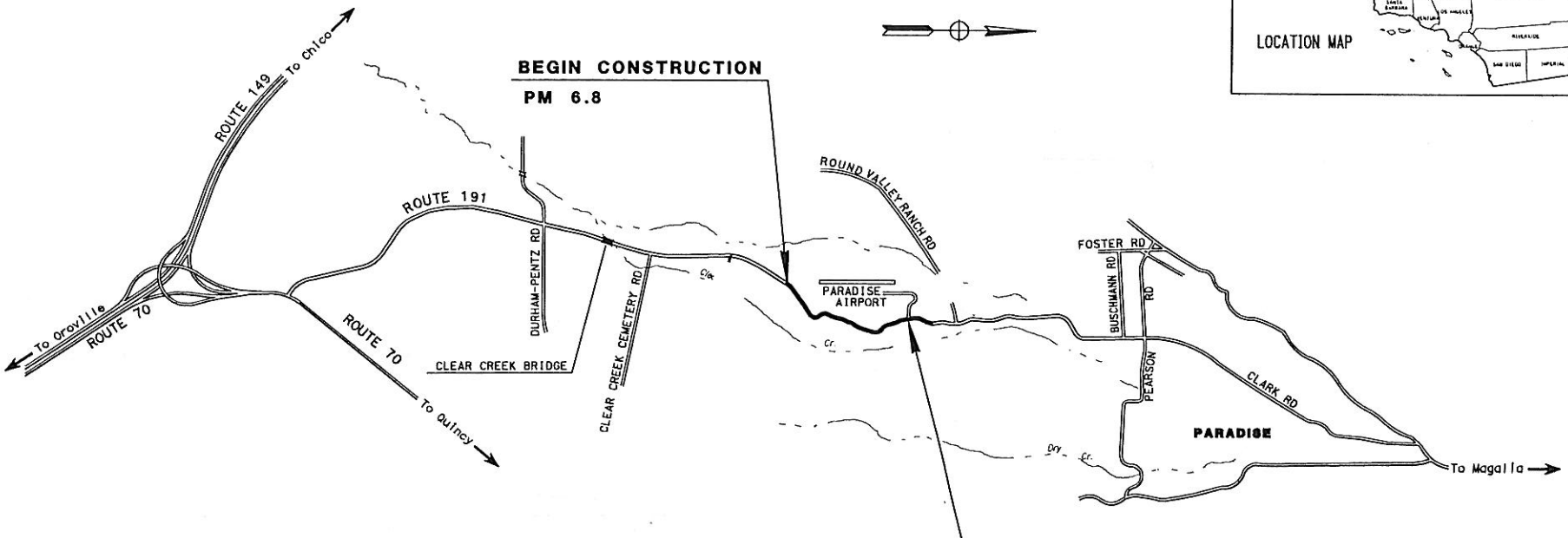
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN BUTTE COUNTY
NEAR PARADISE ON ROUTE 191
FROM 1.9 MILES NORTH CLEAR CREEK BRIDGE
TO AIRPORT Rd

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	191	6.8/8.6	X	XX



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER ERIC NORMAN SCHULZ No. 75706 Exp. 6/30/14 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	03-3F7601
PROJECT ID	0313000165

DESIGN ENGINEER: STEPHEN T. WRIGHT
PROJECT MANAGER: MARTIN VILLANUEVA

LAST REVISION 05-15-13 DATE PLOTTED => 08-
TIME PLOTTED => 08:

ATTACHMENT 6

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s133056 DGN FILE => 0313000165ab001.dgn | UNIT 0399 | PROJECT NUMBER & PHASE 03000205171

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Yol-16, PM 20.5/31.6
Resolution E-15-43

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 16 (SR 16) in Yolo County. Construct roadway improvements on a portion of SR 16 near the communities of Madison and Esparto. (PPNO 8655A)

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

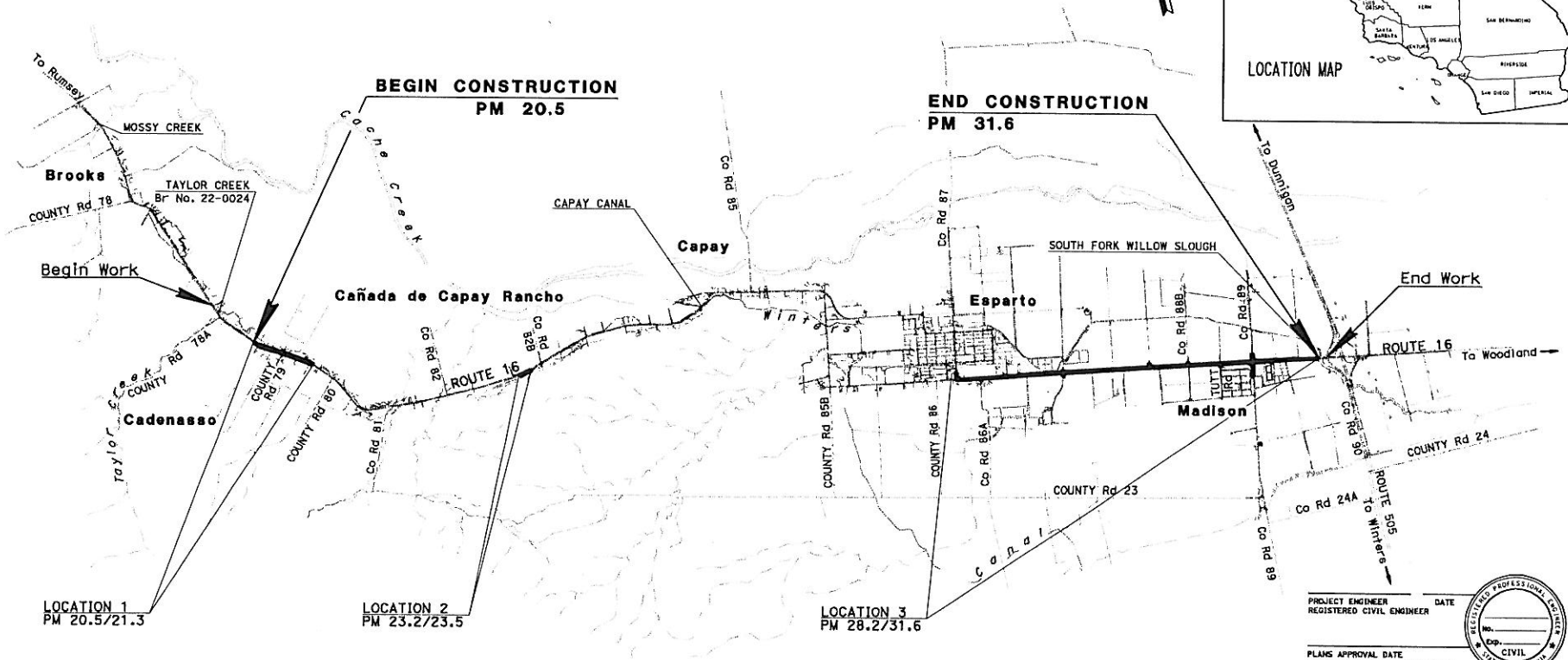
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN YOLO COUNTY ON ROUTE 16
AT VARIOUS LOCATIONS FROM 0.3 MILE WEST OF COUNTY ROAD 79 TO COUNTY ROAD 90

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yol	16	20.5/31.6		



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROJECT MANAGER

DESIGN ENGINEER

CONTRACT No.	03-0C4700
PROJECT ID	0300000015

LAST REVISION 12-12-12 DATE PLOTTED => 07-JAN-2013 TIME PLOTTED => 11:51

BORDER LAST REVISED 7/1/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s122571 DGN FILE => Title.dgn | UNIT 0305 | PROJECT NUMBER & PHASE 0300000015

ATTACHMENT 7

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-SCl-152, PM 13.8/14.7
Resolution E-15-44

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 152 (SR 152) in Santa Clara County. Construct roadway improvements including shoulder widening on a portion of SR 152 near the city of Gilroy. (PPNO 0730F)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

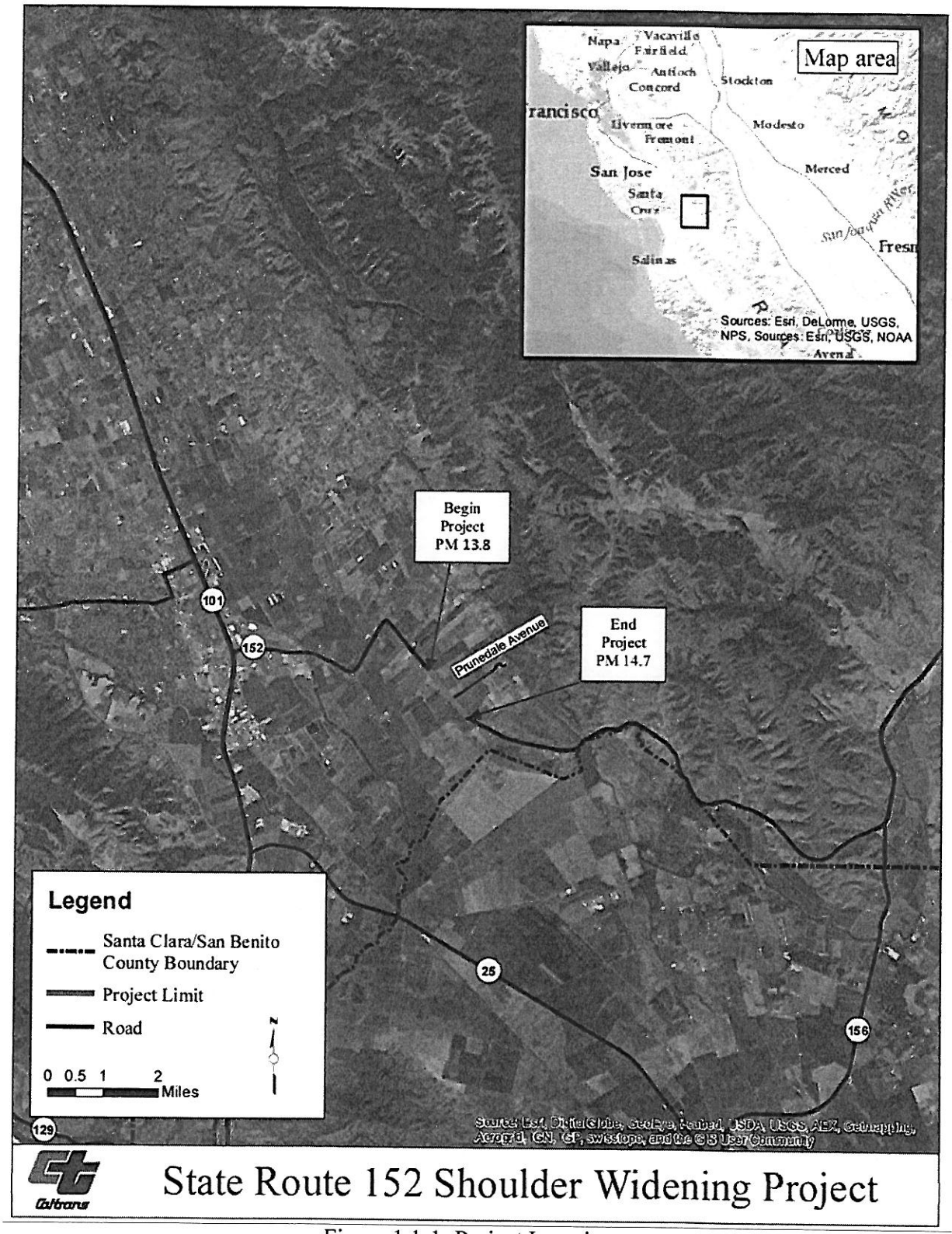


Figure 1.1-1: Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Tul-198, PM R4.2/R4.9 & 6.8/8.3
Resolution E-15-45

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 198 (SR 198) in Tulare County. Construct median barriers on a portion of SR 198 in the city of Visalia. (PPNO 6713)

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

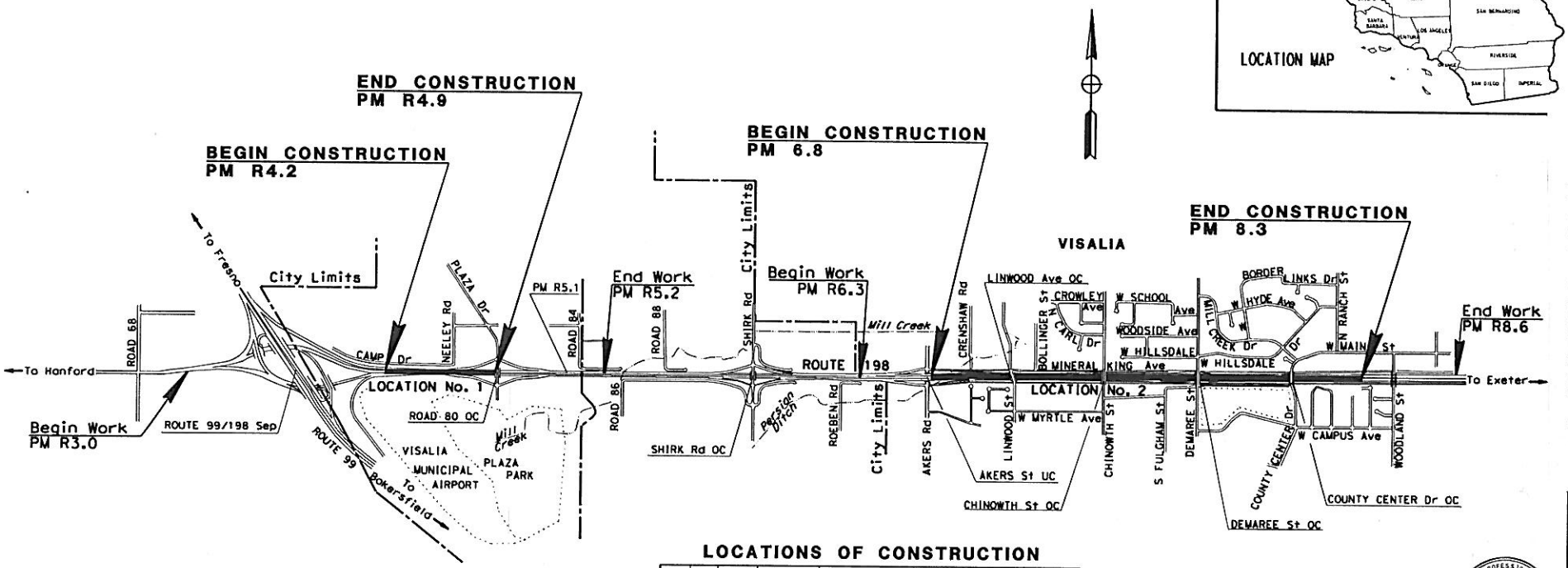
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN TULARE COUNTY IN VISALIA
FROM 0.6 MILE WEST OF ROAD 80 OVERCROSSING TO ROAD 80 OVERCROSSING AND FROM AKERS STREET UNDERCROSSING TO 0.2 MILE EAST OF COUNTY CENTER Dr OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Tul	198	R4.2/R4.9, 6.8/8.3		



LOCATIONS OF CONSTRUCTION

Loc	Co	Rte	PM	DESCRIPTION	DIRECTION
1	Tul	198	R4.2/4.9	0.6 MILE WEST OF PLAZA Dr TO PLAZA Dr UC	WB/EB
2	Tul	198	6.8/8.3	AKERS Rd UC TO 0.2 MILE WEST OF COUNTY CENTER Dr UC	WB/EB

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

CONTRACT No.	06-0R0500
PROJECT ID	0614000001

PROJECT MANAGER: CURT HATTON
DESIGN ENGINEER: ALI ALQATAMI

ATTACHMENT 9.

DATE PLOTTED => 8DATE
TIME PLOTTED => 8TIME
LAST REVISION 06-29-15

BORDER LAST REVISED 9/30/2012 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => $USER DGN FILE => $REQUEST | UNIT 1458 | PROJECT NUMBER & PHASE 06140000010

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBd-138, PM R17.1/R19.2
Resolution E-15-46

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

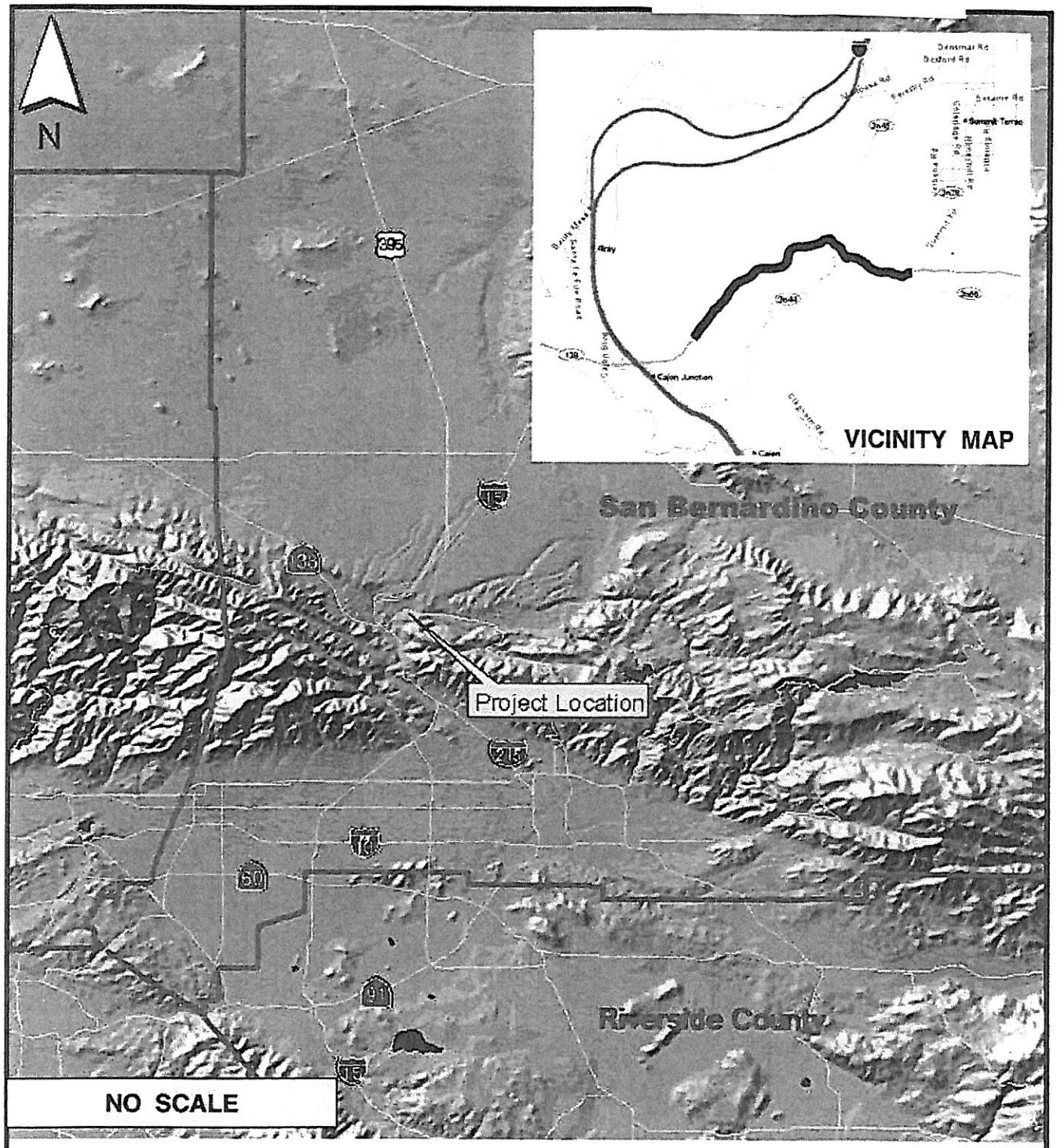
- State Route 138 (SR 138) in San Bernardino County. Realign a portion of SR 138 near the city of Hesperia. (PPNO 0237P)

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.



SBd 138 Two-Lane Realignment Project

08-SBd-138-R27.5/R30.9 (PM R17.1/R19.2)
EA 437000

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBd-247, PM 9.6/20.3
Resolution E-15-47

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 247 (SR 247) in San Bernardino County. Construct roadway improvements including shoulder widening on a portion of SR 247 in the community of Landers. (PPNO 0253F)

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

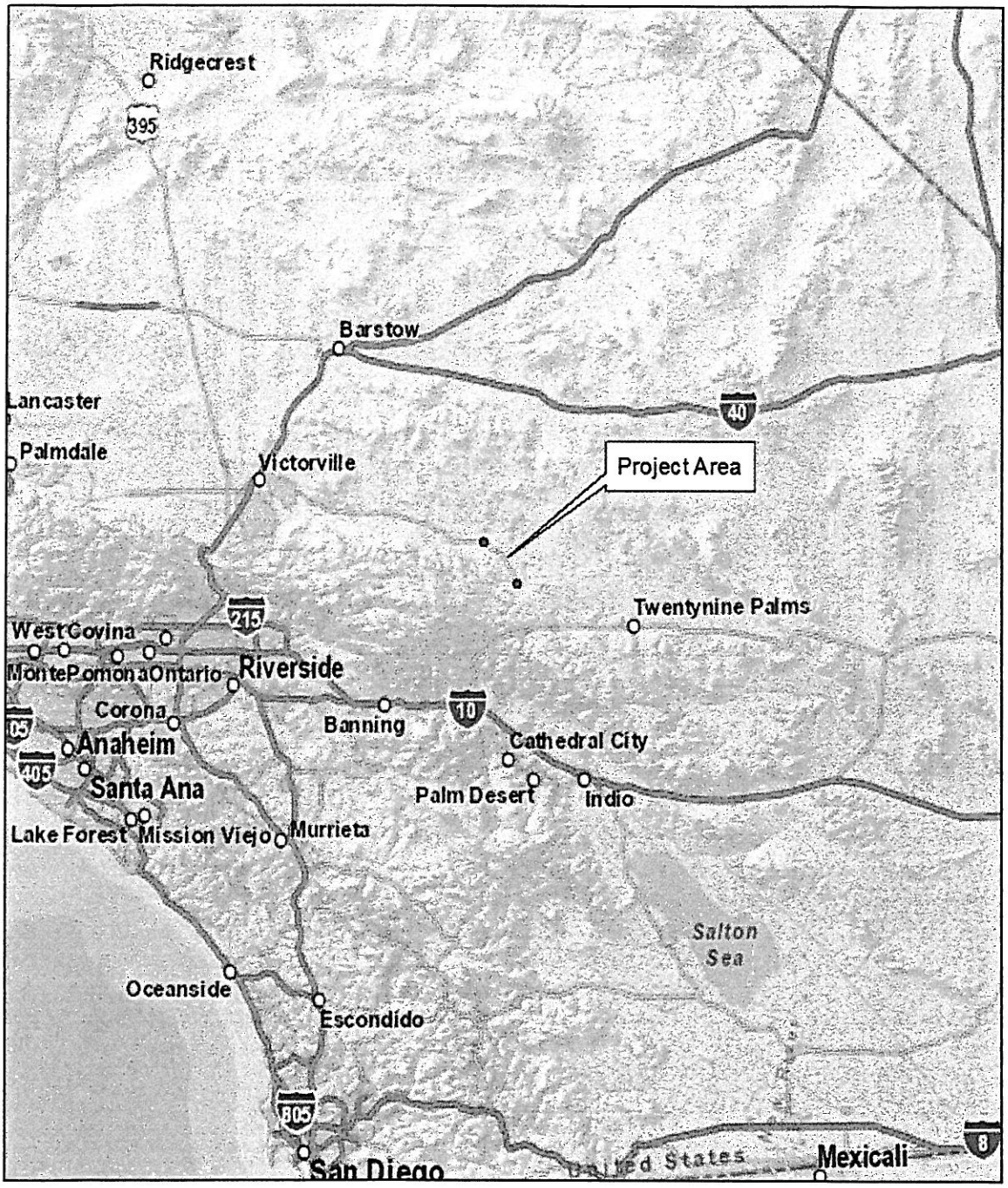
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

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 11

Vicinity Map



State Route 247 (SR-247) in and near the Town of Yucca Valley from Handley Road to 0.1 miles north of Boone Avenue between post mile PM 9.6 and PM 20.3 in the County of San Bernardino

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10-Ama-49, PM 17.0/17.5
Resolution E-15-48

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 49 (SR 49) in Amador County. Construct intersection improvements on SR 49 at Shenandoah Road in the city of Plymouth. (PPNO 3075)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

HPLUL-5236(003)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Ama	49	17.1/17.4	1	136

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

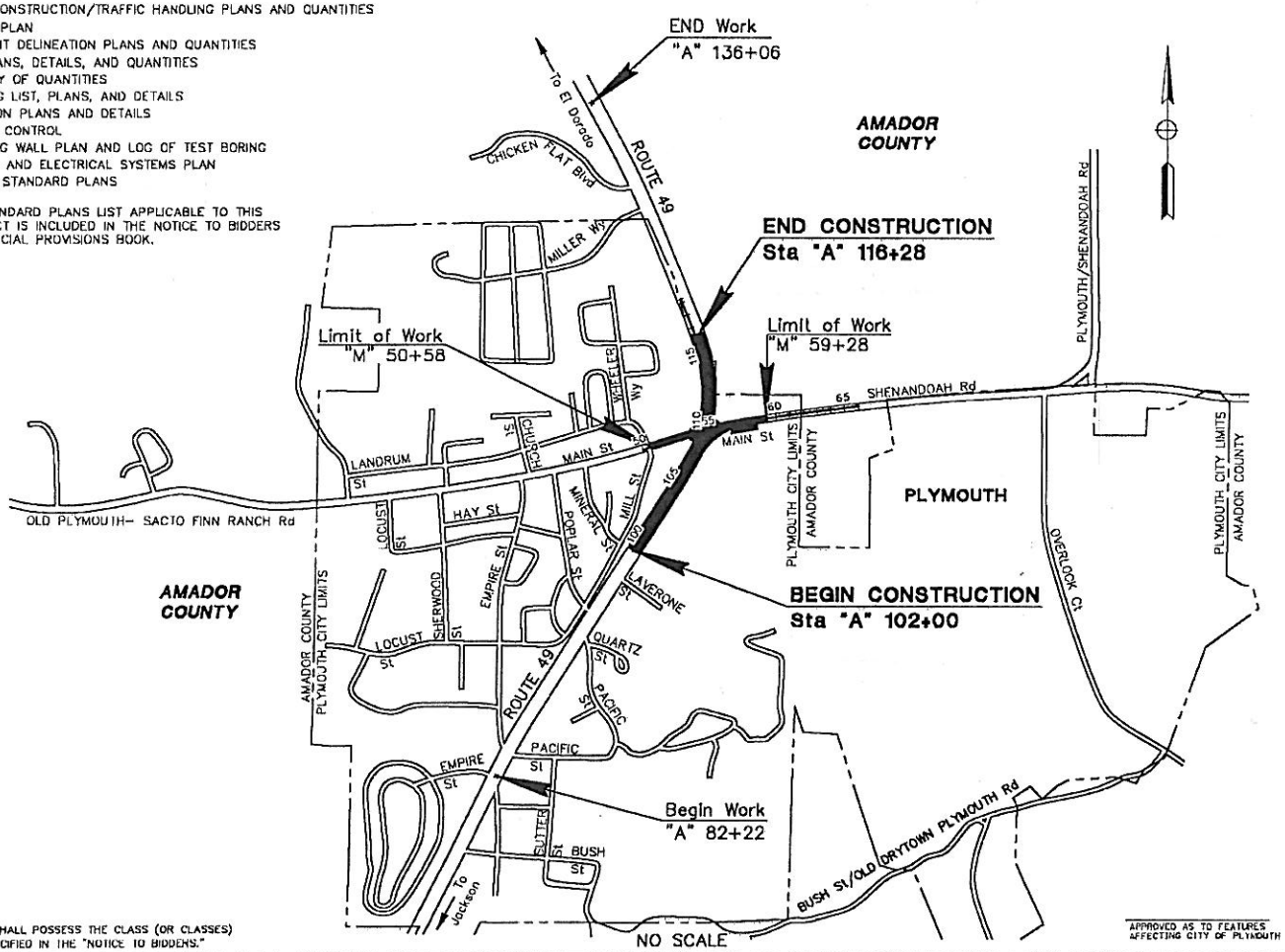
IN AMADOR COUNTY/IN AND NEAR PLYMOUTH FROM 0.2 MILE SOUTH OF MAIN STREET TO 0.1 MILE NORTH OF MAIN STREET

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

INDEX OF PLANS

1 TITLE SHEET
2–5 ROADWAY SECTIONS
6 LAYOUT
7 LAYOUT DEMOLITION PLAN
8 KEY MAP
9 PROJECT CONTROL
10–12 PROFILE AND SUPERELEVATION DIAGRAMS
13–33 CONSTRUCTION DETAILS
34 TEMPORARY WATER POLLUTION CONTROL
35 CONTOUR GRADING
36–47 DRAINAGE PLANS, PROFILES, DETAILS, AND QUANTITIES
48–49 WATER LINE RELOCATION PLAN
50–53 UTILITY PLAN, DETAILS, AND HDPE CONDUIT PLAN
54 CONSTRUCTION AREA SIGNS
55–70 STAGE CONSTRUCTION/TRAFFIC HANDLING PLANS AND QUANTITIES
71 DETOUR PLAN
72–76 PAVEMENT DELINEATION PLANS AND QUANTITIES
77–86 SIGN PLANS, DETAILS, AND QUANTITIES
87–88 SUMMARY OF QUANTITIES
89–90 PLANTING LIST, PLANS, AND DETAILS
91–94 IRRIGATION PLANS AND DETAILS
95 EROSION CONTROL
96–97 RETAINING WALL PLAN AND LOG OF TEST BORING
98–100 LIGHTING AND ELECTRICAL SYSTEMS PLAN
101–136 REVISED STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.



100% SUBMITTAL
PRELIMINARY, NOT FOR CONSTRUCTION

LINDSEY VAN PARYS
PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

OMNI-MEANS, LTD.
946 RESERVE DRIVE, SUITE 100
ROSEVILLE, CA 95678

CITY OF PLYMOUTH
9426 MAIN STREET
PLYMOUTH, CA 95669

CONTRACT No.	10-0Q8804
PROJECT ID	1000000221

APPROVED AS TO FEATURES AFFECTING CITY OF PLYMOUTH — DATE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED

CONSULTANT DESIGN ENGINEER: RONALD BOYLE | CALTRANS DESIGN OVERSIGHT APPROVAL | REGISTRATION No. | LICENSE Exp DATE | DATE SIGNED

ORDER LAST REVISED 9/30/2012 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => DJR DGN FILE => 1BRT001 | UNIT 0000 | PROJECT ID & PHASE 1000000221

ATTACHMENT 12

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10-SJ-580, PM L0.1/15.3, 10-SJ-132, PM 0.0/0.45
Resolution E-15-49

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 580 (SR 580) and State Route 132 (SR 132) in San Joaquin County. Construct roadway improvements including installation of Intelligent Transportation Systems elements on a portion of SR 580 near the city of Tracy. (PPNOs 0164, 3068, 7901)

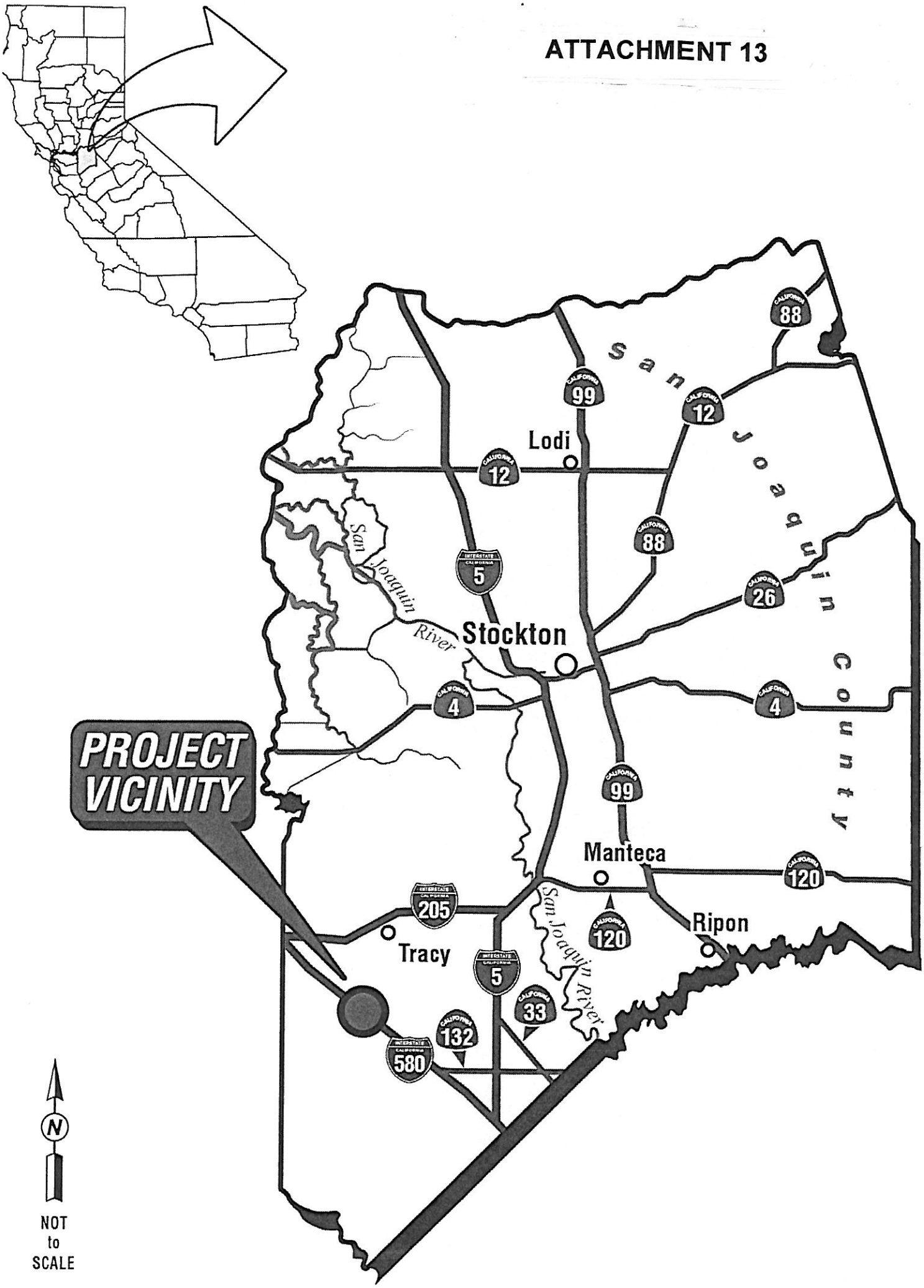
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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 13



10-00170 s119703 12-9-2014

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 40

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
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 resolution 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-3934 – 08-Riv-215-PM 38.9/39.7
(Request No. 477-R) – 5 Segments

Relinquishes right of way in the county of Riverside on Sycamore Canyon Boulevard and Central Avenue, consisting of realigned and reconstructed county roads and collateral facilities. The County, by relinquishment cooperative agreement dated August 12, 2009, and by Amendment No. 1 to agreement dated June 25, 2012, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3935 – 08-Riv-10-PM 33.1
(Request No. 494-R) – 1 Segment

Relinquishes right of way in the city of Palm Springs at Indian Canyon Drive and 20th Avenue, consisting of reconstructed city streets. The City, by resolution dated March 18, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3936 – 10-Mer-99-PM 11.3
(Request No. 16704) – 1 Segment

Relinquishes right of way in the county of Merced at Mission Avenue, consisting of a collateral facility inadvertently omitted from a previous relinquishment. The County, by resolution dated June 2, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3937 – 11-SD-5-PM R37.1
(Request No. R31142) – 1 Segment

Relinquishes right of way in the city of Solano Beach on Marine View Avenue, consisting of a reconstructed city street. The City, by resolution dated May 13, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3938 – 03-Sut-99-PM 10.8
(Request No. 036023-X) – 4 Segments

Relinquishes right of way in the county of Sutter at Power Line Road, consisting of a relocated and reconstructed county road. The County, by letter dated March 30, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3939 – 03-Sut-99-PM 22.6/25.6
(Request No. 036024-X) – 5 Segments

Relinquishes right of way in the county of Sutter from O'Banion Road to Oswald Road, consisting of a relocated and reconstructed county roads and county road connections. The County, by letter dated March 30, 2015, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 41

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.3d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **VACATION RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission approve the vacation resolutions summarized below.

ISSUE:

It has been determined that the facilities in the vacation resolutions summarized below are not essential to the proper functioning of the State Highway System and may be disposed of by vacation. Upon the recording of the approved vacation resolutions in the counties where the facilities are located, the public's right of use of the facilities will be abandoned. The vacations comply with Sections 892, 8313 and 8330.5 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the summaries.

RESOLUTION:

Resolution A902 – 05-SB-135-PM 13.0/13.2
(Request No. 11677) - 1 Segment

Vacates right of way in the city of Santa Maria along Route 135 just north of Santa Maria Way, consisting of superseded highway right of way no longer needed for State highway purposes. The City was given a 90-day notice of intent to vacate and did not protest such action.

Resolution A903 – 09-Mno-395-PM 46.8
(Request No. 215) - 4 Segments

Vacates right of way in the county of Mono along Route 395 at Material Site Number 190, approximately 0.8 mile north of Route 120, consisting of highway right of way (a material site) no longer needed for State highway purposes. The site will revert to the Bureau of Land Management.

Resolution A904 – 11-SD-5-PM R32.0
(Request No. V34586) - 1 Segment

Vacates right of way in the city of San Diego along Route 5 at 0.2 mile north of Carmel Mountain Road, consisting of a drainage easement no longer needed for State highway purposes. The City was given a 90-day notice of intent to vacate and did not protest such action.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 42

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer S. Lowden, 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-21353 through C-21360 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-21353 - Santos Jimenez and Olga Jimenez, husband and wife as joint tenants
04-SM-101-PM 1.8 - Parcel 63073-1 - EA 235659.
Right of Way Certification (RWC) Date: 12/14/15; Ready to List (RTL) Date: 12/21/15. Freeway - reconstruct interchanges at various locations on Route 101. Authorizes condemnation of land in fee for a State highway. Located in the city of East Palo Alto at 223 Holland Street. Assessor Parcel Number (APN) 062-221-110.

C-21354 - Central Valley RV Outlet, LLC, et al.
06-Fre-99-PM 24.90 - Parcel 86968-1, 01-01; 87222-1; 87223-1 - EA 2HT109.
RWC Date: 12/01/15; RTL Date: 01/10/16. Freeway - State Route (SR) 99 alignment for High Speed Rail (HSR). Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and excess land in fee to which the owner has consented. Located in the city of Fresno at Marks Avenue and Princeton Avenue. APNs 442-050-03, -05; 442-081-11; 433-060-26.

C-21355 - Whal Properties, L.P., a California Limited Partnership
06-Fre-99-PM 24.30 - Parcel 87153-1, 2, 3 - EA 2HT109.
RWC Date: 12/01/15; RTL Date: 01/10/16. Freeway - SR 99 alignment for HSR. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and an easement for utility purposes to be conveyed to AT&T. Located in the city of Fresno at 2647 North Weber Avenue. APN 442-082-24.

C-21356 - Wooden Shoe Visalia, LLC
06-Tul-99-PM 41.03 - Parcel 86888-1 - EA 471509.
RWC Date: 02/01/16; RTL Date: 03/01/16. Freeway - reconstruct Betty Drive interchange. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of Tulare at 6504 Betty Drive. APN 075-340-018.

C-21357 - Linda Elaine Merrill, et al.
07-LA-138-PM 59.5 - Parcel 76128-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom at the northeast corner of SR 138 and 121st Street East. APNs 3038-002-045, -046.

C-21358 - Rosa Baghoomian as Trustee of The Baghoomian Trust dated December 19, 2012
07-LA-138-PM 59.9 - Parcel 76138-1 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Amends Resolution Number C-21323 adopted March 26, 2015, which authorizes condemnation of land in fee for a State highway. This amendment is to correct the omission of Code of Civil Procedure Section 1240.510 in that the property is being acquired for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use from the Resolution of Necessity. Located in the town of Pearblossom on the north side of SR 138, east of 126th Street East. APN 3038-006-001.

C-21359 - Orange Street Townhomes, LLC, a California Limited Liability Company
07-LA-138-PM 58.9 - Parcel 76191-1, 2, 3 - EA 293509.
RWC Date: 01/07/16; RTL Date: 01/29/16. Conventional highway - widen conventional highway. Amends Resolution Number C-21324, adopted March 26, 2015, which authorizes condemnation of land in fee for a State highway. This amendment is to correct the omission of Code of Civil Procedure Section 1240.510 in that the property is being acquired for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use from the Resolution of Necessity. Located in the town of Pearblossom at the southwest corner of SR 138 and 121st Street East. APNs 3038-021-040, -041.

C-21360 - Enrique Hernandez, a married man as his sole and separate property
11-Imp-98-PM 31.9 - Parcel 35017-1, 2, 3 - EA 080239.
RWC Date: 12/12/15; RTL Date: 01/11/16. Conventional Highway - widen existing highway from 2 to 4 lanes. Authorizes condemnation of land for a permanent easement for public road purposes, a temporary easement for construction purposes, and a permanent powerline easement to be conveyed to Imperial Irrigation District. Located in the city of Calexico at 530 West Birch Street. APN 058-241-005.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21353

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-SM-101-PM 1.8 PARCEL 63073-1
OWNER: Santos Jimenez and Olga Jimenez, husband & wife as joint tenants

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Mateo, State of California, Highway 04-SM-101 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
04	SM	101	1.8

Project E.A. 23565

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
63073-1					

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature _____
Licensed Land Surveyor

Date 6/30/2015

LICENSED LAND SURVEYOR
JERRY ZHONG
Exp. 12/31/15
No. 7784
STATE OF CALIFORNIA

PARCEL 63073-1:

A portion of that certain alleyway abandoned by Resolution No. 36804, Board of Supervisors, County of San Mateo, State of California, recorded in Volume 7433, at Page 267, Official Records of San Mateo County, State of California, being more particularly described as follows:

COMMENCING at the intersection of the southwesterly extension of the southeasterly line of Lot 28, Block 16, as said Lot and Block are shown on that certain map entitled "MENALTO PARK, MAP NO. 2, San Mateo County, California", filed in the Office of the San Mateo County Recorder on December 21, 1926 in Volume 14 of Maps, at Page 59, with the centerline of said abandoned alleyway; thence along said centerline, North 52°37'15" West, 17.38 feet to the general northerly line of PARCEL 4 as described in that certain Document entitled "RELINQUISHMENT OF STATE HIGHWAY IN THE COUNTY OF SAN MATEO, NO. 22093, ROAD IV-S.M-68-D", recorded September 6, 1961 in Volume 4050, at Page 131, Official Records of San Mateo County, State of California; thence along said general northerly line, North 5°24'45" East, 53.33 feet; thence southeasterly along a non-tangent curve to the left having a radius of 318.00 feet, a radial line to which bears South 86°17'18" West, through a central angle of 11°18'10", an arc length of 62.73 feet to said southwesterly extension, being the POINT OF BEGINNING; thence continuing along last said curve to the left with a radius of 318.00 feet, through a central angle of 00°41'31", an arc length of 3.84 feet to said centerline; thence along said centerline, North 52°37'15" West, 3.06 feet to said southwesterly extension; thence along last southwesterly extension, North 37°21'43" East, 2.32 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 1.0000545 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21354

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.90 PARCEL 86968-1, 01-01; 87222-1; 87223-1
OWNER: Central Valley RV Outlet, LLC, et al.
LESSEE: Seibert's Oil Company, Inc.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.150 in that the property being acquired includes a remnant that would be of little value to its owner, and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.90

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
86968-1	86968-01-01				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Signature Mark D. Elower
Professional Land Surveyor
Expires 12-31-2016

Date June 11, 2015

RW6-1(RONa)(New 07/2010)

Parcel 86968-1

For freeway purposes that portion of Lot 108 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, in the Office of the County Recorder of said County, described in a deed to Central Valley R.V. Outlet, L.L.C., a California Limited Liability Company, recorded March 5, 2004 as Document No. 2004-0049195 and described in a deed to Central Valley R.V. Outlet, L.L.C., a California Limited Liability Company, recorded November 13, 2009 as Document No. 2009-0156466, Official Records of Fresno County, lying northeasterly of the following described course (6):

BEGINNING at a point on the West line of the Southeast Quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to the northeasterly right-of-way boundary of North Parkway Drive; THENCE along said northeasterly right-of-way boundary, the following courses: (2) South 14°43'56" East, 12.79 feet; (3) South 22° 53' 37" East, 92.70 feet; THENCE (4) South 41°03'36" East, 300.88 feet to the southwesterly right-of-way boundary of existing State Route 99; THENCE (5) along said southwesterly right-of-way boundary, South 82°43'56" East, 52.08 feet; THENCE (6) South 41°03'27" East, 1209.02 feet to a point which is South 66°43'15" East, 3400.81 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

Parcel 86968-01-01

For freeway purposes that portion of Lot 108 of Roeding's Villa Colony, according to the map thereof recorded December 15, 1902 in Book 2, Page 43 of Record of Surveys, in the Office of the County Recorder of said County, described in a deed to Central Valley R.V. Outlet, L.L.C., a California Limited Liability Company, recorded March 5, 2004 as Document No. 2004-0049195 and described in a deed to Central Valley R.V. Outlet, L.L.C., a California Limited Liability Company, recorded November 13, 2009 as Document No. 2009-0156466, Official Records of Fresno County, lying southwesterly of the following described course (6):

BEGINNING at a point on the West line of the Southeast Quarter of Section 24, Township 13 South, Range 19 East, Mount Diablo Meridian and Base Line, said point being South 00°37'59" West, 428.89 feet along said West line from the Center quarter-section corner of said Section 24, said corner being found as a 4 ½ inch iron pipe filled with concrete per Corner Record No. 3013, filed in the Fresno County Surveyor's Office; THENCE (1) South 41°03'36" East, 3070.37 feet to the northeasterly right-of-way boundary of North Parkway Drive; THENCE along said northeasterly right-of-way boundary, the following courses: (2) South 14°43'56" East, 12.79 feet; (3) South 22° 53' 37" East, 92.70 feet; THENCE (4) South 41°03'36" East, 300.88 feet to the southwesterly right-of-way boundary of existing State Route 99; THENCE (5) along said southwesterly right-of-way boundary, South 82°43'56" East, 52.08 feet; THENCE (6) South 41°03'27" East, 1209.02 feet to a point which is South 66°43'15" East, 3400.81 feet from the South quarter-section corner of said Section 24, last said corner being found as a ¾ inch iron pipe with nail inside, flush in pavement, untagged, at the northwest edge of a sewer manhole cover, with corner ties per Corner Record No. 4789, filed in the Fresno County Surveyor's Office.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 2007, Zone 4. Divide distances by 0.99993543 to convert to ground distances.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.90

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 1 page.

Parcels in Legal Description:					
87222-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Signature _____
Professional Land Surveyor
Expires 12-31-2016

Date June 9, 2015

RW6-1(RONa)(New 07/2010)

Parcel 87222-1

For State highway purposes that real property described as follows:

Parcel "A" of Parcel Map recorded in Book 1, Page 24 of Parcel Maps, Fresno County Records, being a portion of Lot 109 of Roeding's Villa Colony, in the City of Fresno, County of Fresno, State of California.

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.90

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 1 page.

Parcels in Legal Description:					
87223-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

Date June 10, 2015

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Parcel 87223-1

For State highway purposes that real property described as follows:

That portion of Lot 109 of Roeding's Villa Colony, in the City of Fresno, County of Fresno, State of California, according to the map thereof recorded in Book 2, Page 43 of Record of Surveys, Fresno County Records, described as follows:

Beginning at the intersection of the Westerly extension of the North line of Lot 109 with the West line of Section 30, Township 13 South, Range 20 East, Mount Diablo Base and Meridian; thence East along said North line 275 feet to the true point of beginning; thence East along said North line to a point 200 feet West of the Northeast corner of said Lot 109; thence South parallel with the West line of said Section 30, a distance of 550 feet; thence West parallel with the North line of said Lot 109 to a point 275 feet East of the West line of said Section 30; thence North parallel with and 275 feet East of the West line of said Section 30, a distance of 550 feet to the true point of beginning.

Excepting therefrom that portion conveyed to the State of California by deed recorded in Book 3446, page 500 of Official Records, Document No. 30150.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21355

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 24.30 PARCEL 87153-1, 2, 3
OWNER: Whal Properties, L.P., a California Limited Partnership

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to AT&T for utility purposes;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Fresno, State of California, Highway 06-Fre-99 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	FRE	99	24.30

Project ID 0612000287

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
87153-1	87153-2	87153-3			

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MARK D. ELOWER
No. 8417
STATE OF CALIFORNIA

Signature Mark D Elower
Professional Land Surveyor
Expires 12-31-2016

Date June 8, 2015

RW6-1(RONa)(New 07/2010)

Parcel 87153-1

For State highway purposes, that portion of the land described in a deed to Whal Properties, L.P., a California Limited Partnership, recorded March 26, 2004 as Document No. 2004-0065808, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 2404.38 feet; THENCE (2) North 00°16'46" East, 160.00 feet to a point on the South line of said land, said point being the TRUE POINT OF BEGINNING; THENCE (3) North 39°10'50" West, 13.17 feet; THENCE (4) North 28°58'35" West, 100.54 feet to the northeasterly line of said land; THENCE (5) along said northeasterly line, South 39°30'48" East, 127.40 feet to last said South line; THENCE (6) along last said South line, North 89°43'14" West, 24.03 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Parcel 87153-2

A temporary easement for the construction of State highway facilities and appurtenances thereto upon, over and across that portion of the land described in a deed to Whal Properties, L.P., a California Limited Partnership, recorded March 26, 2004 as Document No. 2004-0065808, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 2596.32 feet; THENCE (2) North 00°16'28" East, 58.43 feet to a point on the South line of said land, said point being the TRUE POINT OF BEGINNING; THENCE (3) along last said South line, North 83°50'47" West, 454.99 feet to the southwesterly line of said land; THENCE (4) along said southwesterly line, North 41°03'24" West, 14.72 feet; THENCE (5) South 83°50'47" East, 464.76 feet to the West line of the land described in a deed to Raul A. Cornejo, recorded July 25, 2011 as Document No. 2011-0097327, Official Records of Fresno County; THENCE (6) along said West line, South 00°16'46" West, 10.05 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

Rights to the above-described temporary easement shall cease and terminate on May 31, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 87153-3

The right from time to time to construct and install communications facilities (including ingress thereto and egress therefrom) over, across, upon and under the hereinafter described real property and to use, operate, inspect, repair, protect, replace and remove said facilities or any of them, together with an exclusive right of way and easement therefor. Said communications facilities shall consist of the following: underground structures, poles, anchors, guys, cables, wires, crossarms, vaults, manholes, handholes, conduits, wires, cables, service boxes, enclosures, markers, pedestals, terminal equipment cabinets, electrical facilities and conductors, aboveground structures with electronic communication equipment therein, appurtenances for communication purposes, associated paving, fencing and necessary fixtures and appurtenances related thereto. Said real property is in the County of Fresno, State of California, and is described as follows:

That portion of the land described in a deed to Whal Properties, L.P., a California Limited Partnership, recorded March 26, 2004 as Document No. 2004-0065808, Official Records of Fresno County, more particularly described as follows:

COMMENCING at the East quarter-section corner of Section 30, Township 13 South, Range 20 East, Mount Diablo Meridian and Base Line, said corner being found as a ¾ inch iron pipe, no tag, down 0.3 foot, Corner Record No. 1709, filed in the Fresno County Surveyor's Office; THENCE (1) along the South line of the North half of said Section 30, North 89°43'14" West, 2404.38 feet; THENCE (2) North 00°16'46" East, 160.00 feet to a point on the South line of said land; THENCE (3) North 39°10'50" West, 13.17 feet; THENCE (4) North 28°58'35" West, 100.54 feet to the northeasterly line of said land; THENCE (5) along said northeasterly line, North 39°30'48" West, 481.59 feet to the TRUE POINT OF BEGINNING; THENCE (6) continuing North 39°30'48" West, 10.00 feet; THENCE (7) South 49°11'06" West, 15.00 feet; THENCE (8) South 39°29'22" East, 10.00 feet; THENCE (9) North 49°11'06" East, 15.00 feet to the TRUE POINT OF BEGINNING.

Parcel 87153-3 (continued)

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2007, Zone 4. Divide distances by 0.99993543 to obtain ground distances.

ALSO the right to trim such trees and other foliage and to cut such limbs and roots on said property as may be necessary for the protection of said facilities.

ALSO the right to cut, fill or otherwise change the grade of said property and to place such drainage and retaining structures thereon, as grantees may elect for the protection of said facilities.

ALSO to the appropriate utility company serving the area the right to provide municipal service(s) and commercial power service to Grantee(s), together with the right for such utility company to place their respective service facilities upon and within said easement; and to construct, install, operate, inspect, maintain, repair, replace and remove said municipal service(s) and commercial power service facilities upon and within said easement.

Grantee(s) shall be responsible for damage caused intentionally or by any negligent act or omission of Grantee(s), its agents or employees while exercising the rights granted herein.

Grantor(s), his/her/their successors and assigns, shall not erect or construct any building or other structure or drill or operate any well within said easement.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21356

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 41.03 PARCEL 86888-1
OWNER: Wooden Shoe Visalia, LLC

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Tulare, State of California, Highway 10-Tul-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	TUL	99	41.03

Project ID 0600000464

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
86888-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

PROFESSIONAL LAND SURVEYOR
MOHAMMED A. JIBRIL
No.8434
STATE OF CALIFORNIA

Signature MOHAMMED JIBRIL
Professional Land Surveyor
Expires 12-31-2016

Date June 03, 2015

Parcel 86888-1

For freeway purposes, a portion of that certain parcel of land described in the Grant Deed recorded September 15, 2003, in Document Number 2003-0087910, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3.0" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey;

THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 478.44 feet to the northeasterly corner of the land described in the Director's Deed recorded April 2, 1965, in Document Number 13217, Book Number 2578 of Deeds at Page Number 573, Official Records Tulare County; THENCE (2) South 03°51'24" East, along the easterly line of said Director's Deed, a distance of 150.28 feet to the northwesterly corner of a parcel of land recorded August 15, 1956, in Document Number 26229, Volume Number 1942 of Deeds at Page Number 44, Official Records Tulare County;

THENCE (3) continuing South 03°51'24" East, along the westerly line of last said document, a distance of 168.15 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume 62 of Deeds at Page 289, Official Records Tulare County, said point being on the arc of a non-tangent curve concave southwesterly and having a radius of 5806.85 feet, a radial to said point bears North 23°10'07" East; THENCE (4) northwesterly along said southerly right of way line of said Southern Pacific Railroad and along said non-tangent curve, through a central angle of 00°52'02", an arc distance of 87.88 feet to the

Parcel 86888-1 (continued)

northwesterly corner of the land conveyed to the State of California by Grant Deed recorded April 30, 1958, in Document Number 13180, Volume Number 2053 of Deeds at Page Number 102, Official Records Tulare County; THENCE along the westerly Right of Way line of said land conveyed to the State of California the following courses: (5) South 08°43'29" East, a distance of 185.38 feet to the TRUE POINT OF BEGINNING; (6) continuing South 08°43'29" East, a distance of 786.78 feet; (7) North 77°44'07" East, a distance of 63.46 feet; (8) South 07°27'47" East, a distance of 94.81 feet to the southeasterly corner of said parcel of land in said Grant Deed; THENCE (9) South 58°23'08" West, along the southeasterly line of said parcel of land in said Grant Deed, a distance of 281.29 feet; THENCE (10) North 13°05'08" East, a distance of 215.20 feet to the beginning of a tangent curve concave westerly and having a radius of 1250.00 feet; THENCE (11) northerly along said tangent curve, through a central angle of 17°25'12", an arc distance of 380.04 feet; THENCE (12) North 04°20'04" West, a distance of 419.76 to the TRUE POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Multiply distances by 1.0000561 to convert to ground distances. Area is ground area.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21357

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 95.7 PARCEL 76128-1
OWNER: Linda Elaine Merrill, et al.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	95.7

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
76128-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Yi
Professional Land Surveyor

Date 4/7/15

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76128-1:

The South 49.378 meters (162.00 feet) of the West half of the Southwest quarter of the Northeast quarter of Section 22, Township 5 North, Range 10 West, SBB&M, according to the official plat of said land approved by the Surveyor General on March 19, 1856, in the County of Los Angeles, State of California.

EXCEPTING THEREFROM any portion which lies within public road of record as now exist.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21358

CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 96.5 PARCEL 76138-1
OWNER: Rosa Baghoomian as Trustee of The Baghoomian Trust dated December 19, 2012

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

Resolution of Necessity Number C-21323, adopted March 26, 2015 is being amended to add references to Code of Civil Procedure Section 1240.510 and Code of Civil Procedure Section 1240.610, and now reads as follows:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	96.5

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: «Insert parcel numbers»					
76138-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong K. Yi
Professional Land Surveyor

Date 12/24/14

PROFESSIONAL LAND SURVEYOR
KILYONG K. YI
Exp: 12/31/2016
PLS 6428
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76138-1:

The South 48.768 meters (160.00 feet) of Parcel 5, as per map filed in Book 74, pages 18 and 19 of Record of Surveys, in the office of the County Recorder of Los Angeles county.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21359

CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-KP 94.9 PARCEL 76191-1, 2, 3
OWNER: Orange Street Townhomes, LLC, a California Limited Liability Company

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

Resolution of Necessity Number C-21324, adopted March 26, 2015 is being amended to add references to Code of Civil Procedure Section 1240.510 and Code of Civil Procedure Section 1240.610, and now reads as follows:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

least private injury;

The property sought to be acquired and the described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-138 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	94.9

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 3 pages.

Parcels in Legal Description: <insert parcel numbers>				
76191-1				
76191-2				
76191-3				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date Oct. 8, 2014

PROFESSIONAL LAND SURVEYOR
MICHAEL D. DEAN
Exp: 12/31/2015
PLS 6604
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76191-1:

The North 29.870 meters (98.00 feet) of Block 19 of Almondale Townsite and Villa Lots, as per map recorded in Book 54, pages 45 and 46 of Miscellaneous, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County.

EXCEPTING THEREFROM any portion of said land included within the property condemned by the State of California, Department of Water Resources, by final order of condemnation recorded February 13, 1969 as instrument No. 3121.

ALSO EXCEPTING THEREFROM that portion of said land described as Parcel 30-38 in the Deed to the County of Los Angeles recorded March 18, 1992 as Instrument No. 92-449319.

PARCEL 76191-2:

The North 29.870 meters (98.00 feet) of Lot 1, Block 28 of Almondale Townsite and Villa Lots, as per map recorded in Book 54, pages 45 and 46 of Miscellaneous, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County.

EXCEPTING THEREFROM that portion of said land described as Parcel 30-39 in the Deed to the County of Los Angeles recorded March 18, 1992 as Instrument No. 92-449319.

PARCEL 76191-3:

The North 32.918 meters (108.00 feet) of Lot 1, Block 40 of Almondale Townsite and Villa Lots, as per map recorded in Book 54, pages 45 and 46 of Miscellaneous, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County.

EXCEPTING THEREFROM that portion of said land, described as Parcel 30-17 in the Deed to the County of Los Angeles,

recorded March 18, 1992 as Instrument No. 92-449319. To be known as Pearblossom Highway and 121st Street East.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21360

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-Imp-98-PM 31.9 PARCEL 35017-1, 2, 3
OWNER: Enrique Hernandez, a married man as his sole
and separate property

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Imperial Irrigation District for power purposes; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

Attorney, Department of Transportation **DIVISION OF RIGHT OF WAY**

this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Imperial, State of California, Highway 11-Imp-98 and described as follows:

RESOLUTION of NECESSITY
Title Sheet

District	County	Route	Postmile
11	IMP	98	31.9

Project ID. 1100020357
E.A. 080239

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description:					
35017-1					
35017-2					
35017-3					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Robert L. Hagler
Professional Land Surveyor

Date July 7, 2015

PROFESSIONAL LAND SURVEYOR
Robert L. Hagler
PLS 8255
STATE OF CALIFORNIA

ASSESSOR'S PARCEL NO. 058-241-005 Suit No. 1470

PARCEL 35017-1

For State Highway purposes, an EASEMENT FOR PUBLIC ROAD PURPOSES, to the State of California, its successors or assigns, upon, under, over and across that portion of Block 29 of First Addition to Calexico, in the City of Calexico, County of Imperial, State of California, according to Map thereof No. 935, filed in the office of the County Recorder of Imperial on November 17, 1904 in Book 1, Page(s) 17 of Official Records, lying Northerly and Easterly of the following described line:

BEGINNING at the intersection of the Westerly line of Block 30, of said Map No. 935, and the existing Southerly Right of Way of State Highway 98 as described in deed to said City, recorded May 10, 1910 in Book 50, Page 115 of Official Records in said County, thence along said existing Southerly Right of Way N.89°35'56"E., 300.15 feet, to the Westerly line of Block 29 of said Map No. 935, thence continuing along said existing Southerly Right of Way N.89°35'56"E., 20.96 feet to the TRUE POINT OF BEGINNING, thence leaving said Southerly State Highway Right of Way (1) S.85°29'21"E., 79.11 feet, thence continuing (2) S.85°29'21"E., 4.45 feet, thence (3) S.89°17'48"E., 101.02 feet, thence (4) S.50°18'34"E., 47.15 feet, thence (5) S.19°13'30"E., 185.42 feet to the Easterly line of Block 29 per said First Addition, also being the Westerly sideline of Pierce Avenue per said First Addition and the POINT OF TERMINUS.

The Bearings and Distances used in the above descriptions are based on the California Coordinate System of 1983 (Epoch 1991.35), HPGN, Zone 6. Divide distances by 1.0000242 to obtain ground level distances.

PARCEL 35017-2

For State Highway purposes, a TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES upon, under, over and across that portion of Block 29 of First Addition to Calexico, in the City of Calexico, County of Imperial, State of California, according to Map No. 935, filed in the office of the County Recorder of Imperial on November 17, 1904 in Book 1, Page(s) 17 of Official Records, more particularly described as follows:

BEGINNING at the Easterly terminus of course (1) of herein described Parcel 35017-1; thence (1) N.85°29'21"W., 79.11 feet to the existing Southerly Right of Way of State Highway 98 as described in deed to the City of Calexico recorded May 10, 1910 in Book 50, Page 115 of Official Records in said County, thence (2) S.89°35'56"W., 20.96 feet to the Westerly line of said Block 29, thence (3) along the Westerly line of said

Block 29, S.00°23'21"E., 59.20 feet, thence leaving said Westerly line (4) S.89°18'29"E., 78.77 feet, thence (5) N.20°54'20"E., 57.88 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The Bearings and Distances used in the above descriptions are based on the California Coordinate System of 1983 (Epoch 1991.35), HPGN, Zone 6. Divide distances by 1.0000242 to obtain ground level distances.

PARCEL 35017-3

For State Highway purposes, a POWERLINE EASEMENT and necessary appurtenances attached thereto, to and for the benefit of the State of California, its successors or assigns, upon, under, over and across that portion of Block 29, of First Addition to Calexico, in the City of Calexico, County of Imperial, State of California, according to Map thereof No. 935, filed in the office of the County Recorder of Imperial on November 17, 1904 in Book 1, Page(s) 17 of Official Records, included within a strip of land, 10 feet wide, the Northerly and Easterly sideline being described as follows:

BEGINNING at the intersection of the Westerly line of Block 30, of said Map No. 935, and the existing Southerly Right of Way of State Highway 98 as described in deed to said City, recorded May 10, 1910 in Book 50, Page 115 of Official Records in said County, thence along said existing Southerly Right of Way N.89°35'56"E., 300.15 feet, to the Westerly line of Block 29 of said Map No. 935 and the TRUE POINT OF BEGINNING, thence (1) continuing along said existing Southerly Right of Way N.89°35'56"E., 20.96 feet, thence (2) leaving said Southerly State Highway Right of Way S.85°29'21"E., 83.56 feet; thence (3) S.89°17'48"E., 101.02 feet, thence (4) S.50°18'34"E., 47.15 feet, thence (5) S.19°13'30"E., 185.42 feet to the Easterly line of Block 29 per said Map No. 935, also being the Westerly sideline of Pierce Avenue per said Map No. 935 and the POINT OF TERMINUS.

The sidelines of said strip shall be lengthened and/or shortened to begin at said Westerly line of Block 29, and terminate at the Easterly line of said Block.

The Bearings and Distances used in the above descriptions are based on the California Coordinate System of 1983 (Epoch 1991.35), HPGN, Zone 6. Divide distances by 1.0000242 to obtain ground level distances.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.4d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer S. Lowden, 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 $3,370,608. The State will receive a return of $3,574,671 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE

01-04-Ala-238 PM 12.7X	Hayward
Disposal Unit #DD 032597-01-01	0.32 acre
Convey to: Lorenzo Gibson & Stacy Dixon	$374,000
	($374,000 Appraisal)

Direct sale to a qualified residential tenant pursuant to Commission resolution G-98-22. The property has been appraised at fair market value, the tenant has been in occupancy for more than five years, and the tenant is in good standing. The tenant originally became an occupant in 1993 totaling approximately 22 years of occupancy.

02-04-Ala-238 PM 8.0X	Hayward
Disposal Unit #DD 033853-01-01	0.09 acre
Convey to: Parvati Naickera	$283,000
	($275,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public auction. There were four bidders.

03-04-Ala-880 PM 25.6 — Oakland
Disposal Unit #DE 036980-X1-X1 — 0.33 acre
Convey to: San Francisco BART District — $300,000
($69,233 Appraisal)

Direct sale pursuant to Agreement of Purchase dated July 15, 2015 between Bay Area Rapid Transit (BART) and the Department. The sales price is a negotiated settlement for right of way acquired by BART for its Oakland Airport Connector Project.

04-04-Ala-238 PM 8.0X — Hayward
Disposal Unit #DD 039380-01-01 — 0.09 acre
Convey to: Community Partnership LLC — $294,000
($300,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the second public auction. There were no offers at the first public auction. There were six bidders.

05-04-Ala-238 PM 8.0X — Hayward
Disposal Unit #DD 042057-01-01 — 0.10 acre
Convey to: Vandana Vashisht, A Married Woman as Her Sole and Separate Property — $333,000
($275,000 Public sale estimate)

Public sale. Selling price represents the highest bid received at the public auction. There were five bidders.

06-04-CC-680 PM 20.9 — Pacheco
Disposal Unit #DE 041336-01-01 — 1,303 s.f.
#DE 048847-01-01 — 2,102 s.f.
Convey to: Contra Costa Flood Control and Water Conservation District, a flood control district organized under the laws of the State of California — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration pursuant to Right of Way Contract dated June 9, 2015.

07-04-CC-80 PM 1.9 — El Cerrito
Disposal Unit #DK 051182-X1-X1 — 0.08 acre
Convey to: San Francisco BART District — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration. The conveyance is to clear an expired temporary construction easement from the record title.

08-04-Sol-80 PM 20.3 — Fairfield
Disposal Unit #DD J00712-01-02 — 1.4 acres
Convey to: City of Fairfield — $851,000
($851,000 Appraisal)

Direct sale to the adjoining owner at the appraised value. This is a landlocked parcel that was offered to both adjoining owners and the City of Fairfield agreed to purchase at the appraised value. The City signed a two year option to purchase agreement.

09-05-Mon-101 PM 95.3 — Prunedale
Disposal Unit #DD 002643-01-01 — 0.13 acre
Convey to: Mark Holman, et al — $1,000
($1,000 Appraisal)

Direct sale. Sale price represents the fair market value of a landlocked property from an adjoining owner. The subject property is incapable of independent development. The highest and best use is as plottage to the adjoining ownership.

10-05-Mon-101 PM 95.3 — Prunedale
Disposal Unit #DD 002774-01-01 — 0.09 acre
Convey to: Frank Bigham, et al — $500
(Appraisal nominal)

Direct sale. Selling price represents the fair market value of the subject from an adjoining owner. The subject property is incapable of independent development. The highest and best use is as plottage to the adjoining ownership.

11-05-Mon-101 PM 98.45 — Prunedale
Disposal Unit #DD 010442-01-02 — 2.31 acres
Convey to: Nancy Tripp Edgin, et al — $68,000
($68,000 Appraisal)

Direct sale. Credit received represents appraised value of rights being exchanged pursuant to Right of Way Contract 10441-1 dated June 2, 2009.

12-06-Ker-46 PM 20.5 — Kern County
Disposal Unit #DD 084915-01-01 — 1.11 acres
Convey to: Blackwell Land, LLC — $1,675
($1,675 Appraisal)

Direct sale. Credit received represents appraised value of rights being exchanged pursuant to Right of Way Contract 84911-1 dated January 15, 2009.

13-06-Ker-46 PM 20.5 — Kern County
Disposal Unit #DE 084915-01-04 — 11 — 0.121 acre
Convey to: Verizon California Inc. — $23,796
(Appraisal N/A)

Direct sale. Conveyance is 50 percent State's obligation pursuant to Utility Agreement #06-1268-42, dated October 15, 2008.

14-08-Riv-15 PM 45.80 — Norco
Disposal Unit #DD 004914-01-01 — 0.391 acre
Convey to: Chino Basin Desalter Authority — $111,000
($111,000 Appraisal)

Direct sale. Selling price represents the fair market value of the subject from a public agency.

15-11-SD-125 PM 15.3 — La Mesa
Disposal Unit #DD 21925-01-01 — 0.24 acre
Convey to: William E. and Carri L. Novell — $255,000
($340,000 Public sale estimate)

Public Sale. The property is encumbered with road easements on the north and west end of the lot. The selling price represents the highest bid received at the first public auction. There was only one bidder for this parcel.

16-11-SD-52 PM 16.0 — Santee
Disposal Unit #DD 27498-01-02 — 0.96 acre
Convey to: 4891 Ltd., a California Limited Partnership — $315,000
($256,000 Public sale estimate)

Public sale. The selling price represents the highest bid received at the first public auction. There were two bidders for this parcel.

17-11-SD-52 PM 16.9 — Santee
Disposal Unit #DD 28013-01-01 — 0.07 acre
Convey to: Lourdes M. Vazquez and Pedro O. Vazquez — $21,000
($2,500 Public sale estimate)

Public sale. The selling price represents the highest bid received at the first public auction. There were three bidders.

18-11-SD-125 PM 10.7 — San Diego County
Disposal Unit #DD 32143-2 — 0.34 acre
Convey to: Sweetwater Authority — $15,000
($15,000 Appraisal)

Direct sale to only adjoining owner at the appraised value. Parcel is small in size, oddly shaped, and incapable of independent development.

19-11-SD-125 PM 10.9 — San Diego County
Disposal Unit #DD 32144-01-04 — 0.60 acre
Convey to: Sweetwater Authority — $15,700
($15,700 Appraisal)

Direct sale to only adjoining owner at the appraised value. Parcel is small in size, oddly shaped, and incapable of independent development.

20-11-SD-125 PM 12.2 — Bonita
Disposal Unit #DD 32162-01-01 — 0.54 acre
Convey to: Haly Family Trust dated 11/12/2009 — $312,000
($415,000 Public sale estimate)

Public sale. The parcel is oddly shaped and encumbered with drainage easements on the north and south end of the property. The selling price represents the highest bid received at the first public auction. There was only one bidder for this parcel.

21-12-Ora-5 PM 15.3 — Laguna Hills
Disposal Unit #DK 201074-1 — 0.08 acre
Convey to: Moulton Niguel Water District, a California Water District — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance of easement is 100 percent State obligation pursuant to Utility Agreement 12-UT-1010 dated March 20, 2008.

22-12-Ora-5 PM 15.3 — Laguna Hills
Disposal Unit #DK 201082-1 — 0.075 acre
Convey to: Moulton Niguel Water District, a California Water District — $0
(Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance of easement is 100 percent State obligation pursuant to Utility Agreement 12-UT-1010 dated March 20, 2008.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - August 27, 2015

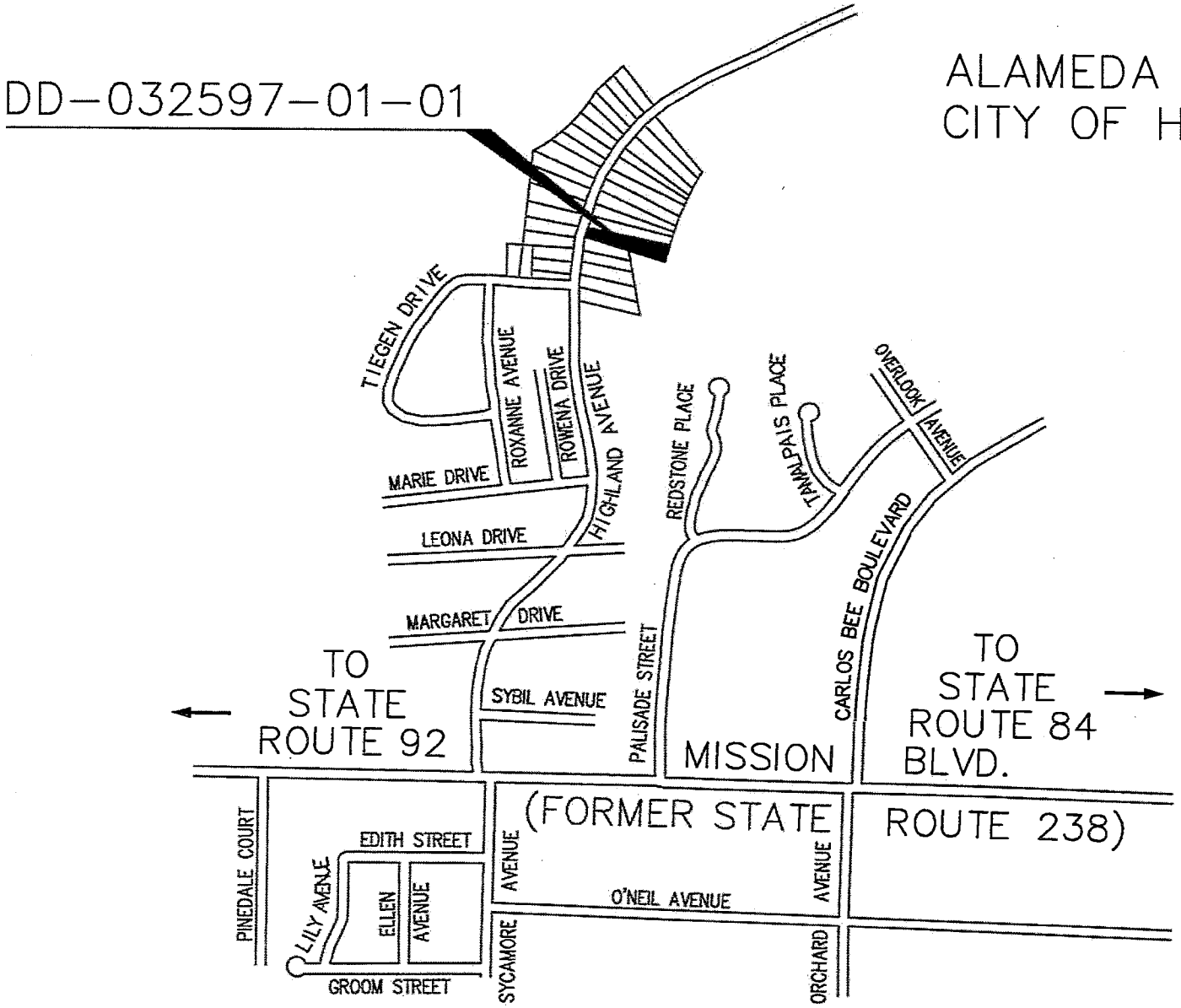
Table I - Volume by Districts

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								
02								
03								
04	5	3			8	$2,144,233.00	$2,435,000.00	114%
05	3				3	69,500.00	69,500.00	100%
06	2				2	1,675.00	25,471.00	1521%
07								
08	1				1	111,000.00	111,000.00	100%
09								
10								
11	2	4			6	1,044,200.00	933,700.00	89%
12	2				2	-	-	
Total	**15**	**7**			**22**	**$3,370,608.00**	**$3,574,671.00**	**106%**

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
Direct Sales	15	$1,507,108.00	$1,761,671.00	117%
Public Sales	7	$1,863,500.00	$1,813,000.00	97%
Non-Inventory				
Conveyances				
Sub-Total	**22**	**$3,370,608.00**	**$3,574,671.00**	**106%**
Other Funded				
Sales				
Total		**$3,370,608.00**	**$3,574,671.00**	**106%**

Attachment A



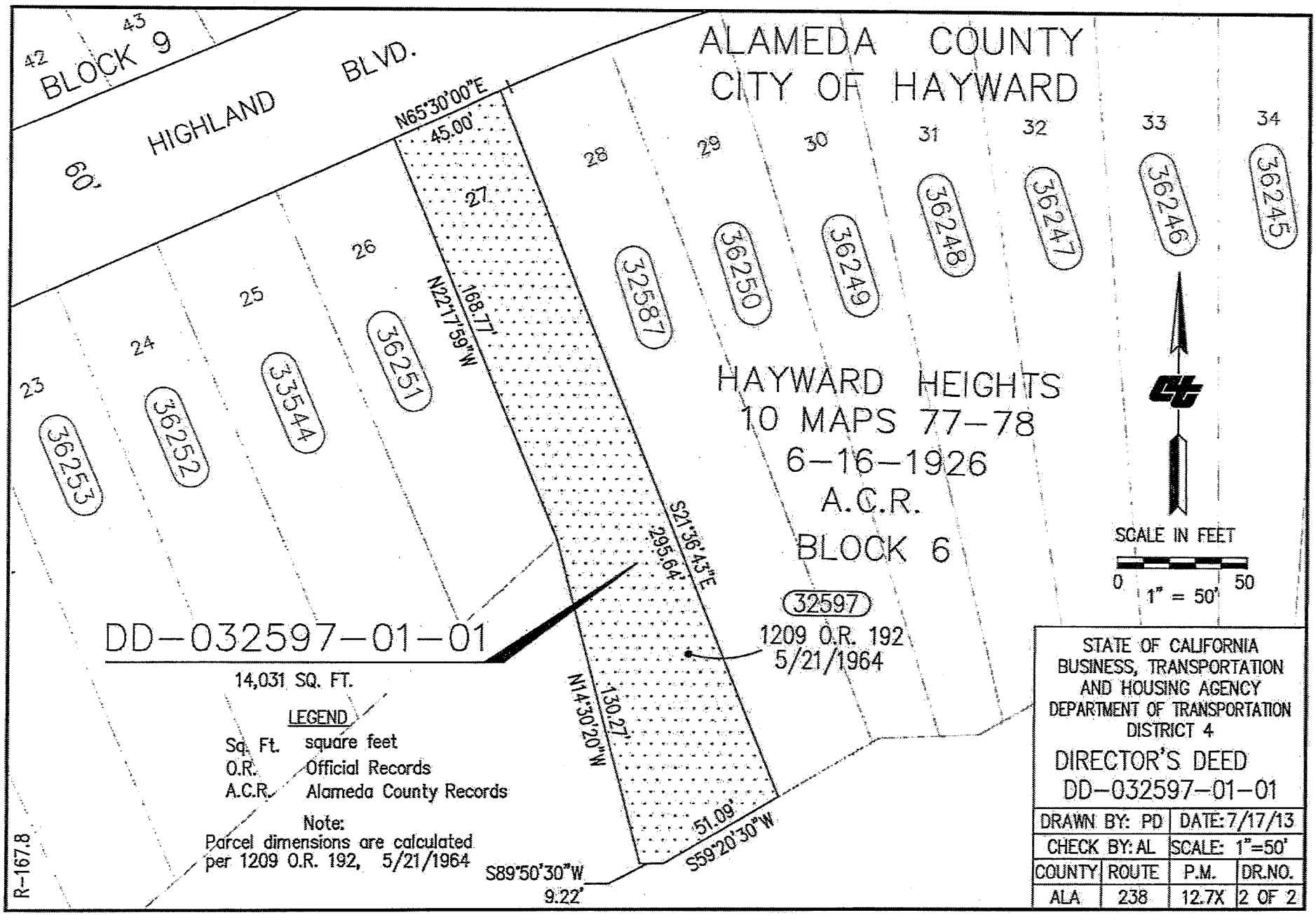
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032597-01-01

DRAWN BY: PD		DATE: 7/17/13	
CHECK BY: AL		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.7X	1 OF 2

R-167.0

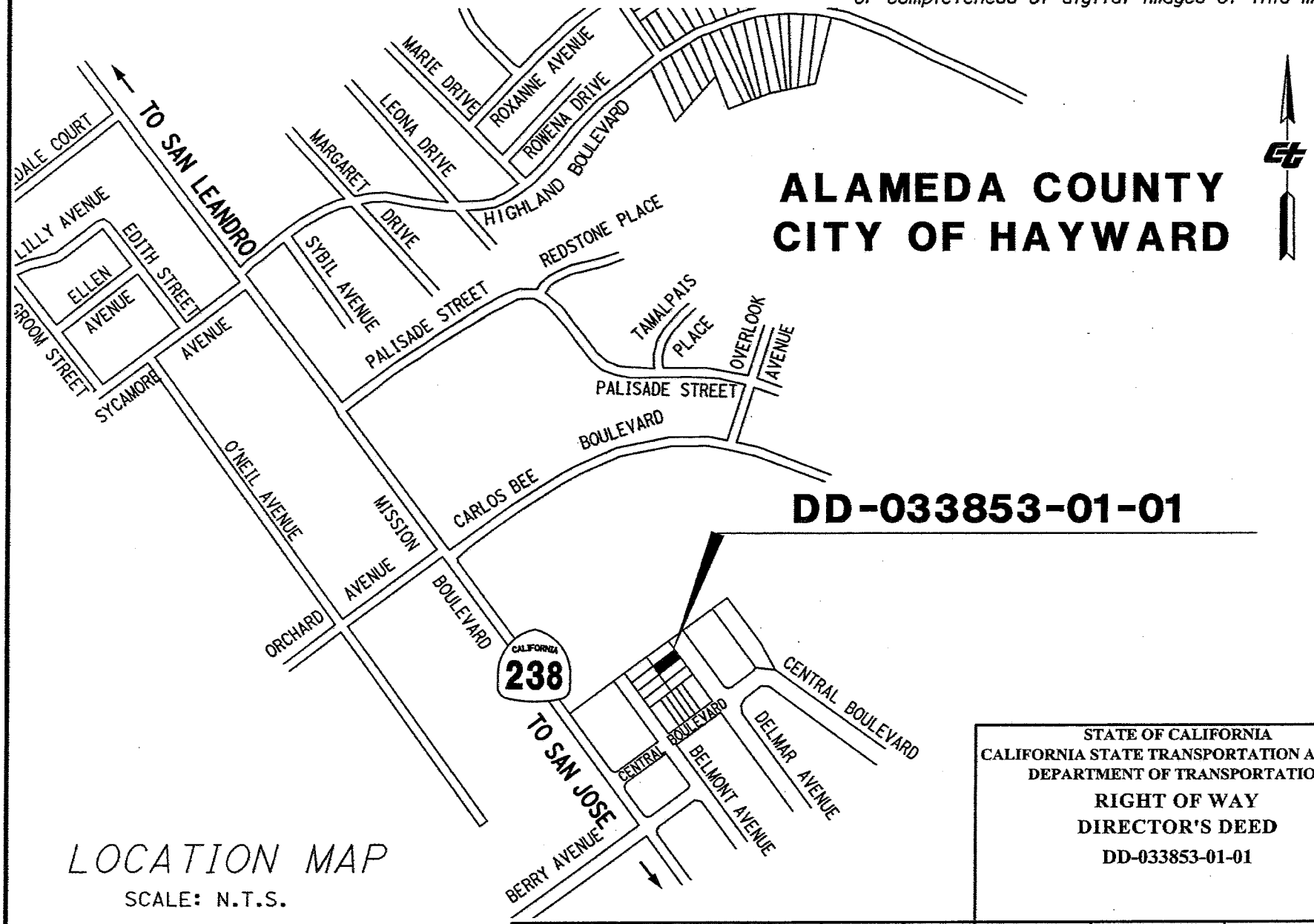
ATTACHMENT 1A



ATTACHMENT 1B

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.

ALAMEDA COUNTY
CITY OF HAYWARD



LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033853-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/20/14	4	ALA	238	8.0X	1	2

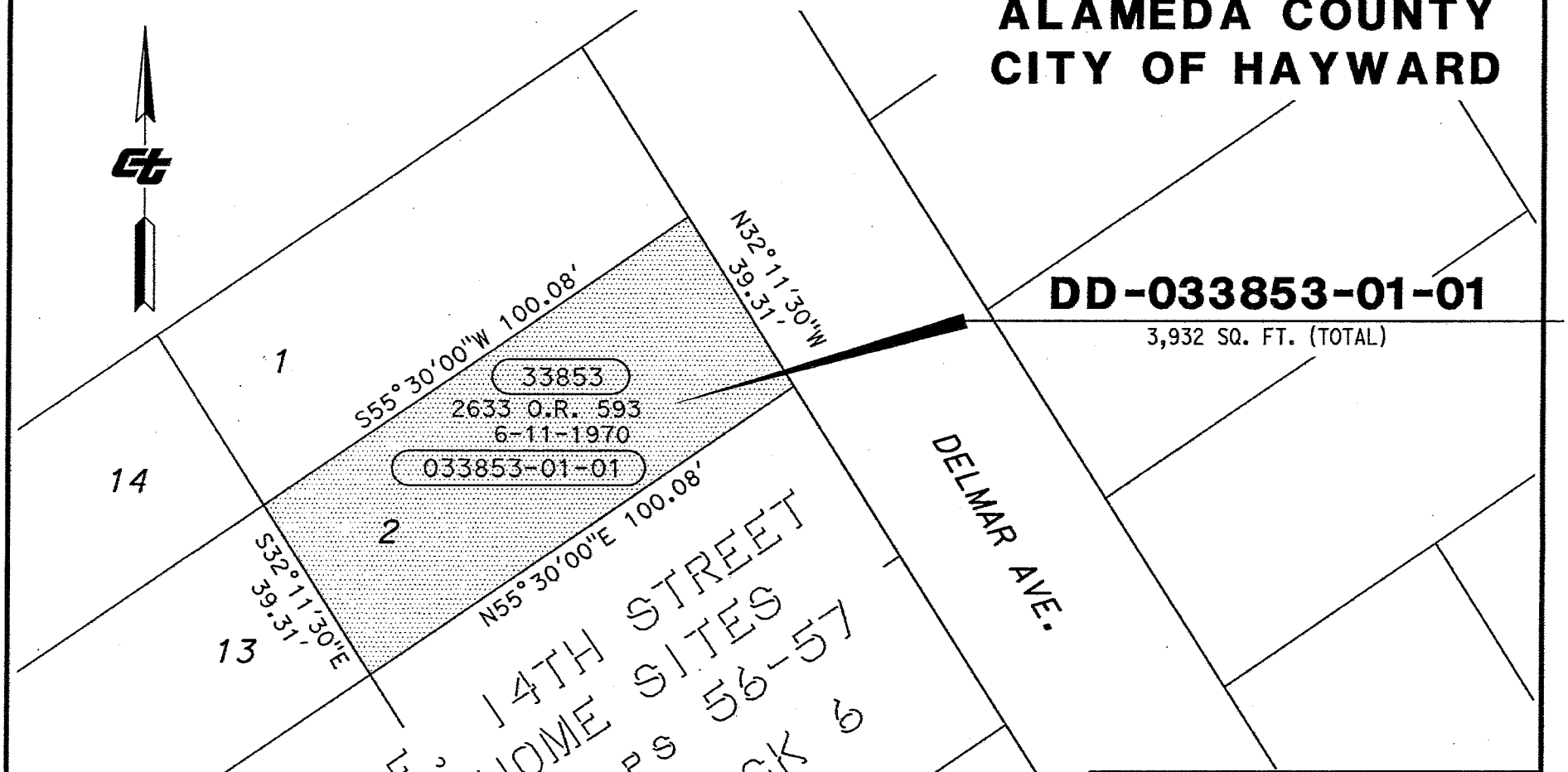
ATTACHMENT 2A

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.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033853-01-01

3,932 SQ. FT. (TOTAL)



LEGEND

O.R. Official Records

NOTES:

Bearings and distances are calculated per 18 MAPS 56

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033853-01-01

FEET 0 15 30 60

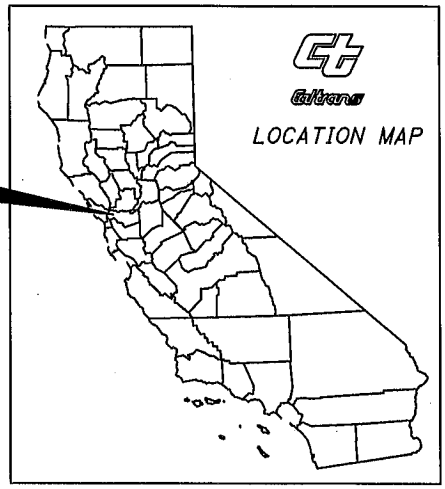
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/20/14	4	ALA	238	8.0X	2	2

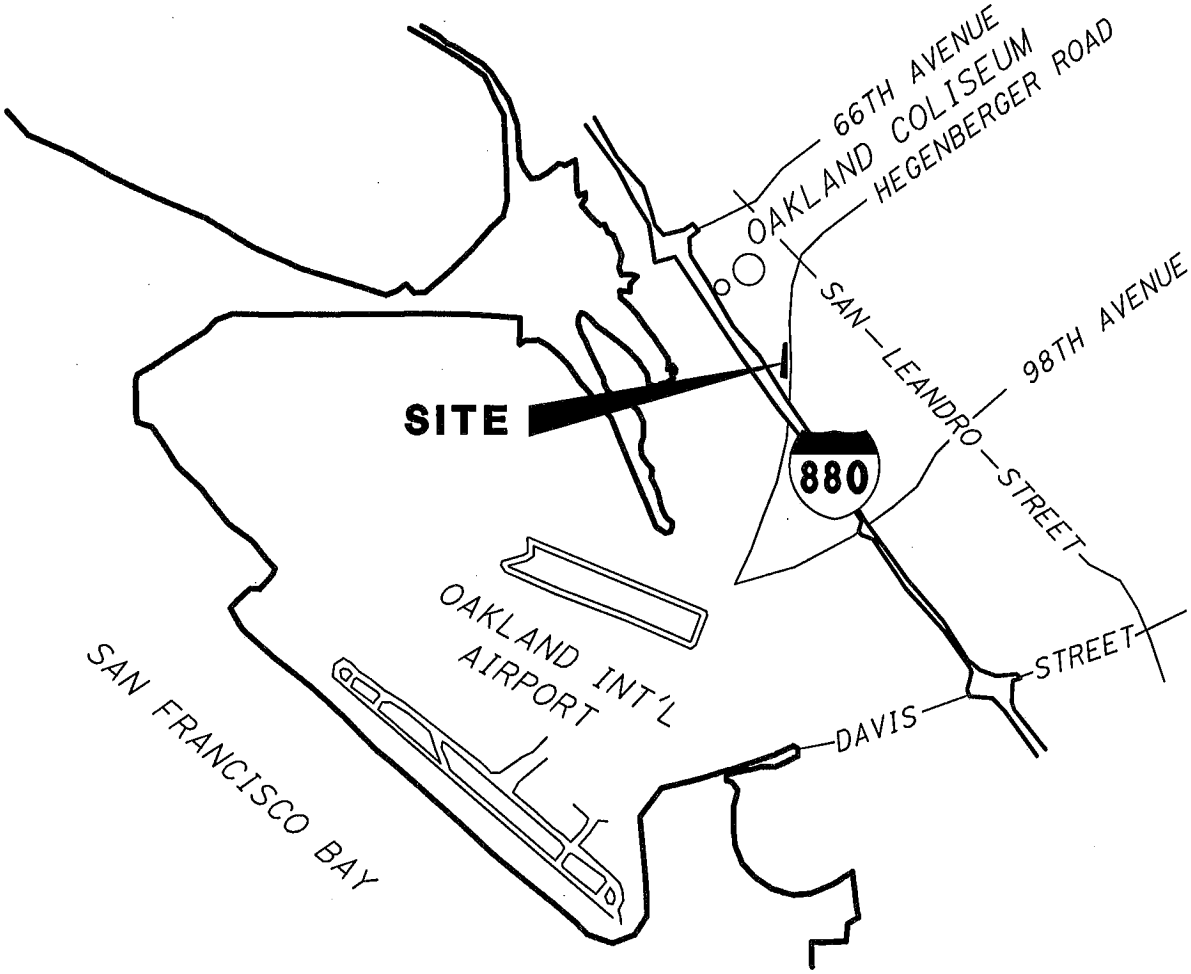
R-97A.21

ATTACHMENT 2B

Located in
Oakland
Alameda County
California

NO SCALE





VICINITY MAP

DE-036980-X1-X1
DE-036980-X2-X1
DE-036980-X3-X1
DE-036980-X4-X1

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

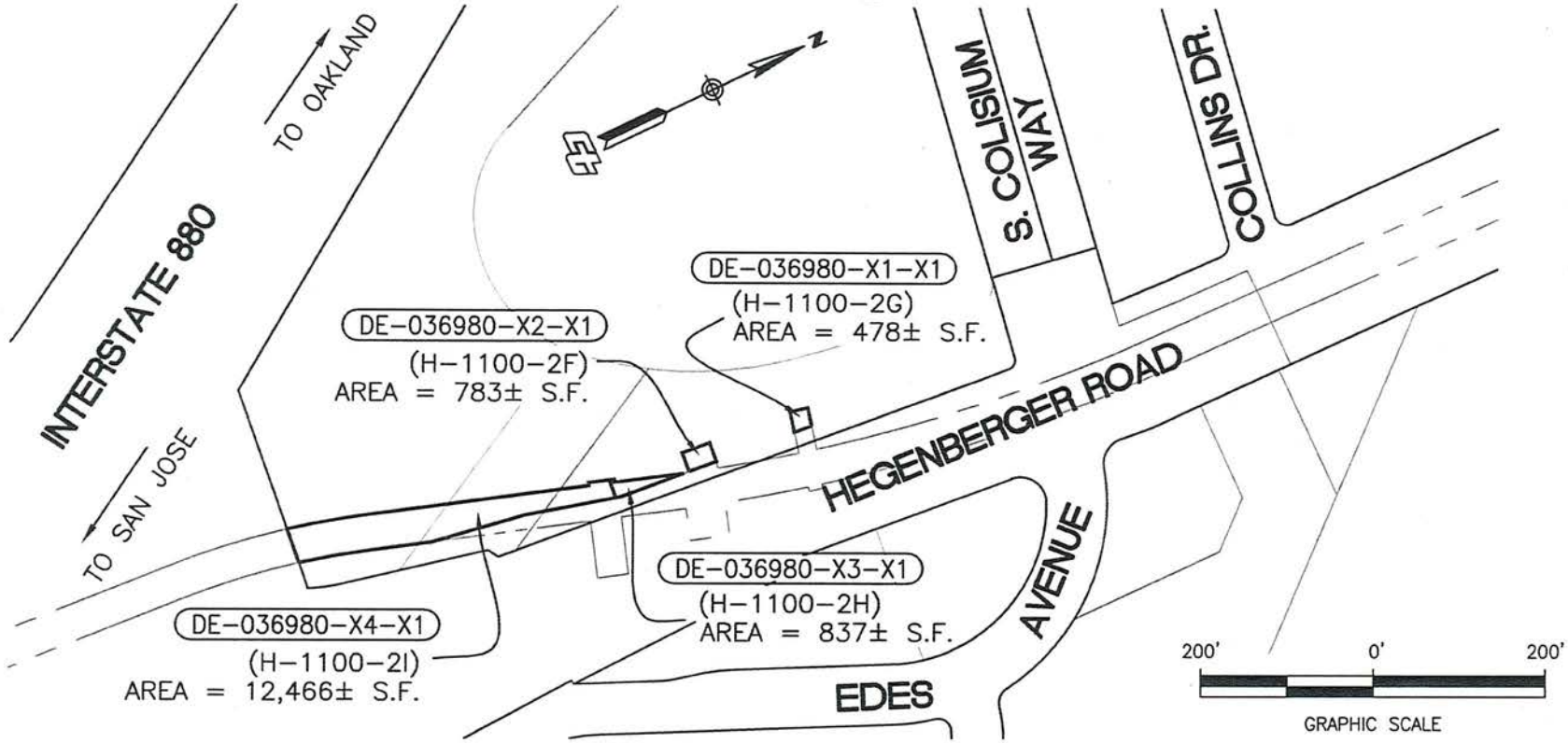
DIRECTOR'S AERIAL EASEMENT DEED

PID 0400000172 (EA 0A850)

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	880	25.6	1	1

ATTACHMENT 3A

EXHIBIT "B"



SURVEYOR'S STATEMENT
THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS' ACT IN 2015.

FRANK A. BORGES, PLS 7922
LICENSE EXPIRES: 12-31-2015

LEGEND:

———	AERIAL EASEMENT
— - - —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

LICENSED LAND SURVEYOR
FRANK A. BORGES
Exp. 12/31/2015
No. 7922
STATE OF CALIFORNIA

M-1602

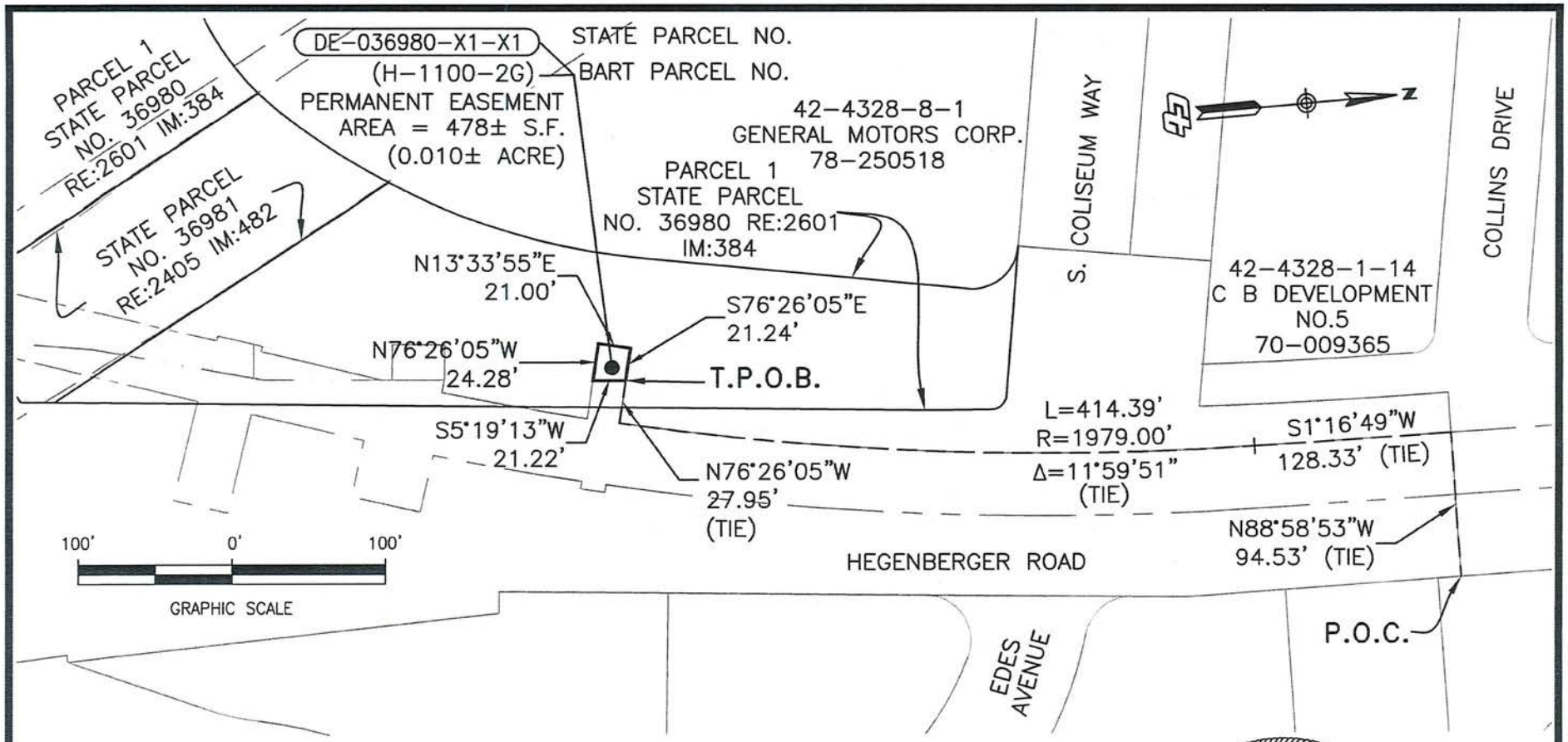
BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

BART

SCALE: 1"=200' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENTS) DE-036980-X1-X1, DE-036980-X2-X1, DE-036980-X3-X1, DE-036980-X4-X1

ATTACHMENT 3B



SURVEYOR'S STATEMENT
THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS' ACT IN 2015.

FRANK A. BORGES, PLS 7922
LICENSE EXPIRES: 12-31-2015

LEGEND:

———	AERIAL EASEMENT
— — — —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

LICENSED LAND SURVEYOR
FRANK A. BORGES
Exp. 12/31/2015
No. 7922
STATE OF CALIFORNIA

M-1602

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

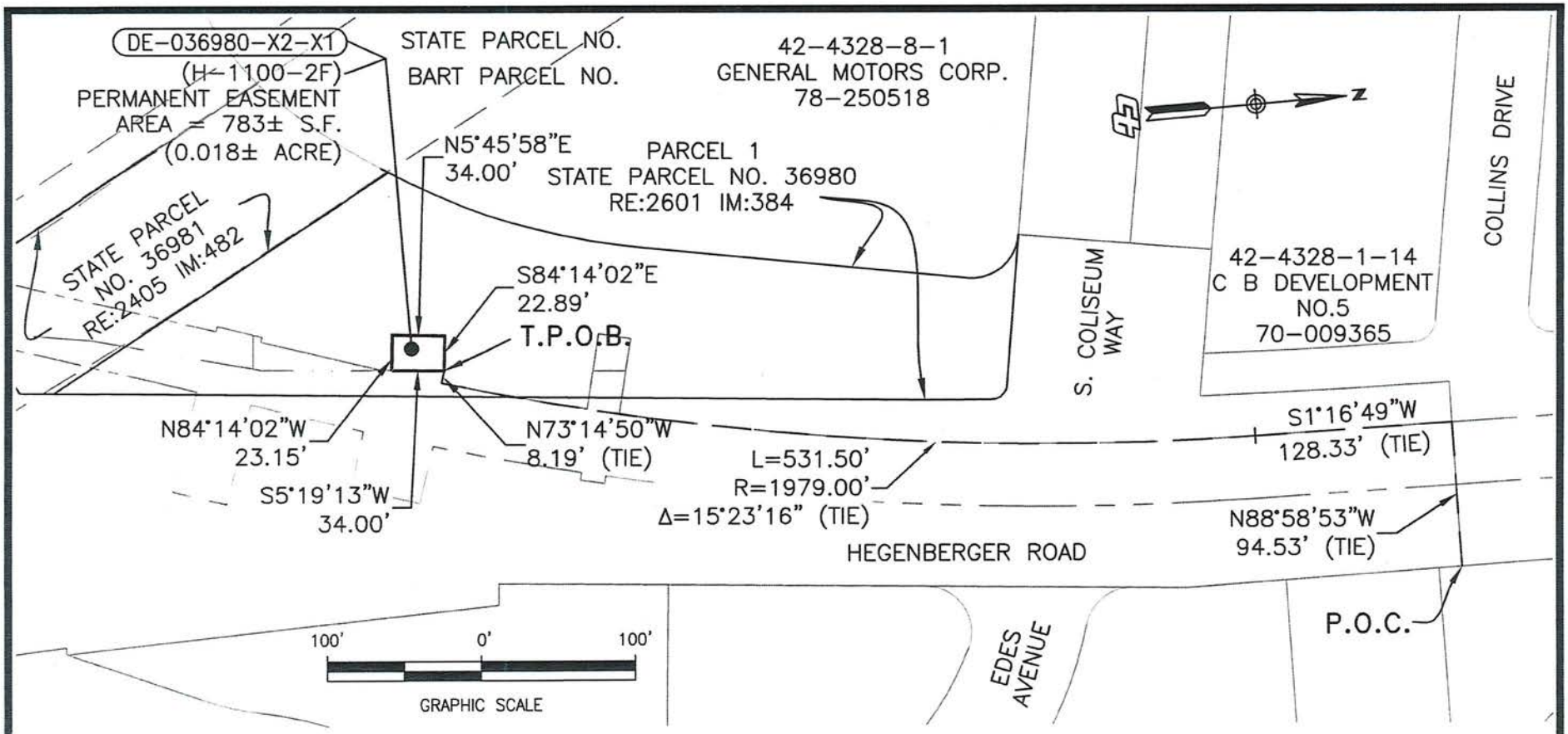
BART

SCALE: 1"=100' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENT)
DE-036980-X1-X1

CO. ALA	RTE. 880 P.M. 25.6	Sheet 2 of 6

ATTACHMENT 3C



SURVEYOR'S STATEMENT
THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS' ACT IN 2015.

FRANK A. BORGES, PLS 7922
LICENSE EXPIRES: 12-31-2015

LEGEND:

———	AERIAL EASEMENT
— - - —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

LICENSED LAND SURVEYOR
FRANK A. BORGES
Exp. 12/31/2015
No. 7922
STATE OF CALIFORNIA

M-1602

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

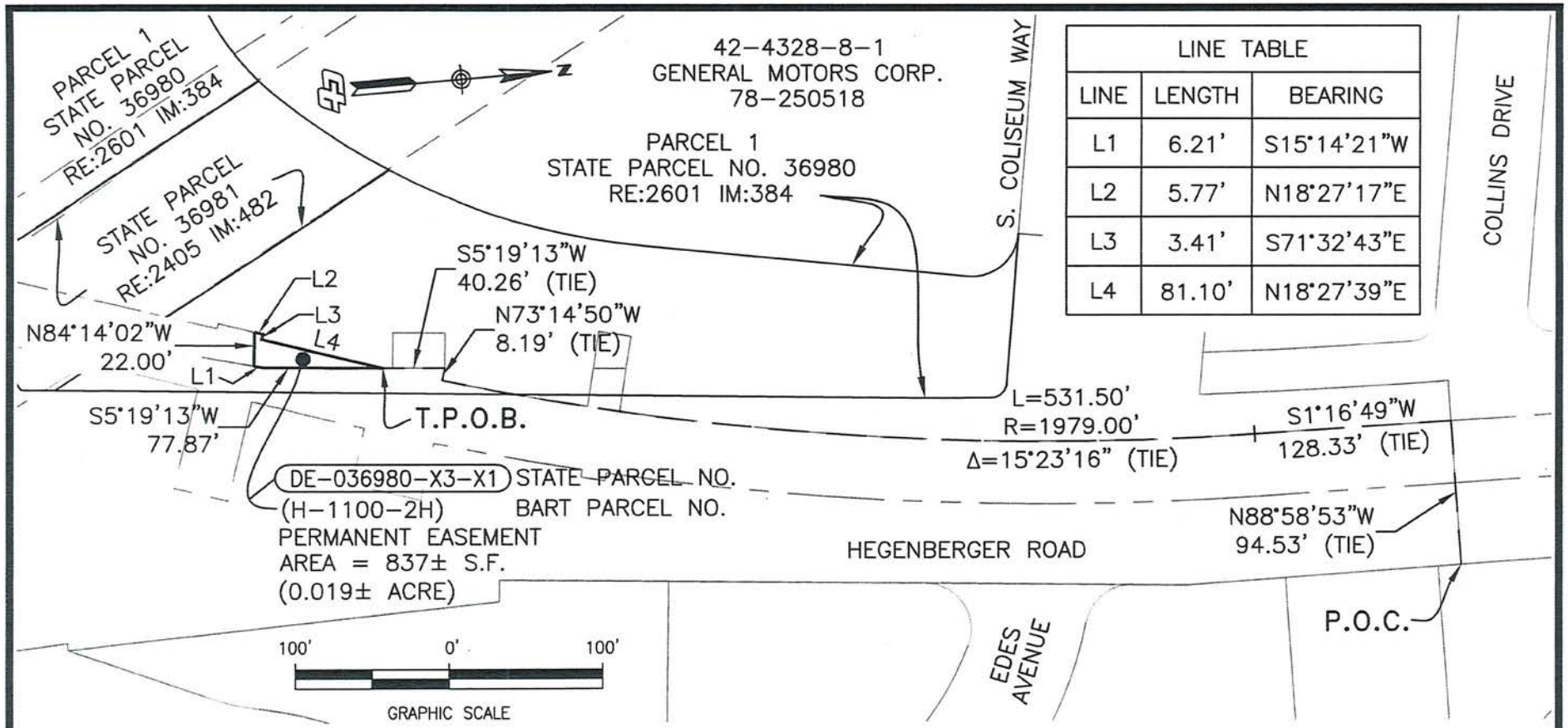
BART

SCALE: 1"=100' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENT)
DE-036980-X2-X1

CO. ALA	RTE. 880 P.M. 25.6	Sheet 3 of 6

ATTACHMENT 3D



LINE TABLE		
LINE	LENGTH	BEARING
L1	6.21'	S15°14'21"W
L2	5.77'	N18°27'17"E
L3	3.41'	S71°32'43"E
L4	81.10'	N18°27'39"E

SURVEYOR'S STATEMENT
THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS' ACT IN 2015.

FRANK A. BORGES, PLS 7922
LICENSE EXPIRES: 12-31-2015

LEGEND:

———	AERIAL EASEMENT
— - - —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

LICENSED LAND SURVEYOR
FRANK A. BORGES
Exp. 12/31/2015
No. 7922
STATE OF CALIFORNIA

M-1602

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

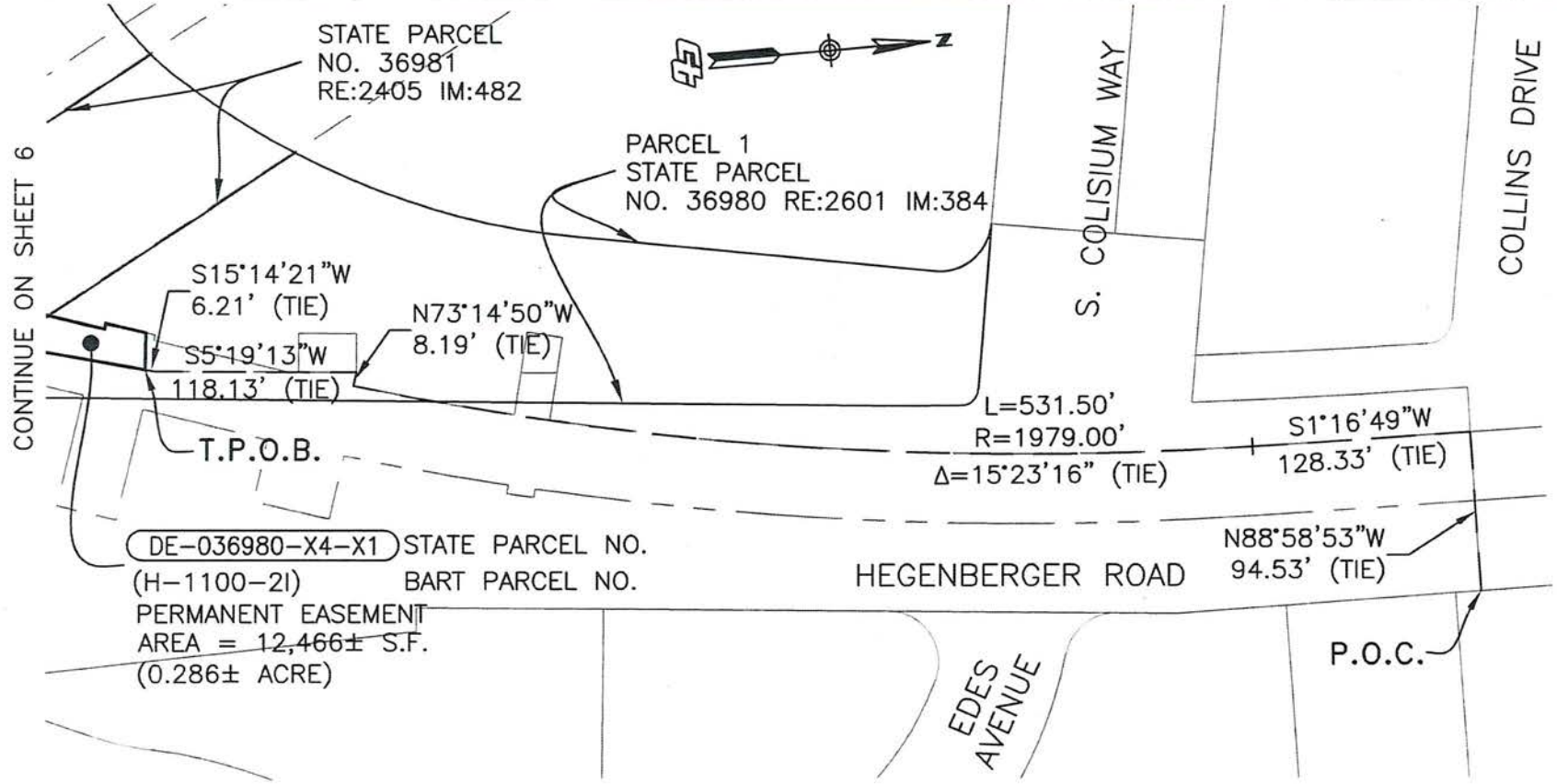
BART

SCALE: 1"=100' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENT)
DE-036980-X3-X1

CO. ALA	RTE. 880 P.M. 25.6	Sheet 4 of 6

ATTACHMENT 3E



SURVEYOR'S STATEMENT
THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS' ACT IN 2015.

FRANK A. BORGES, PLS 7922
LICENSE EXPIRES: 12-31-2015

100' 0' 100'
GRAPHIC SCALE

LEGEND:

———	AERIAL EASEMENT
— — —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

LICENSED LAND SURVEYOR
FRANK A. BORGES
Exp. 12/31/2015
No. 7922
STATE OF CALIFORNIA

M-1602

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

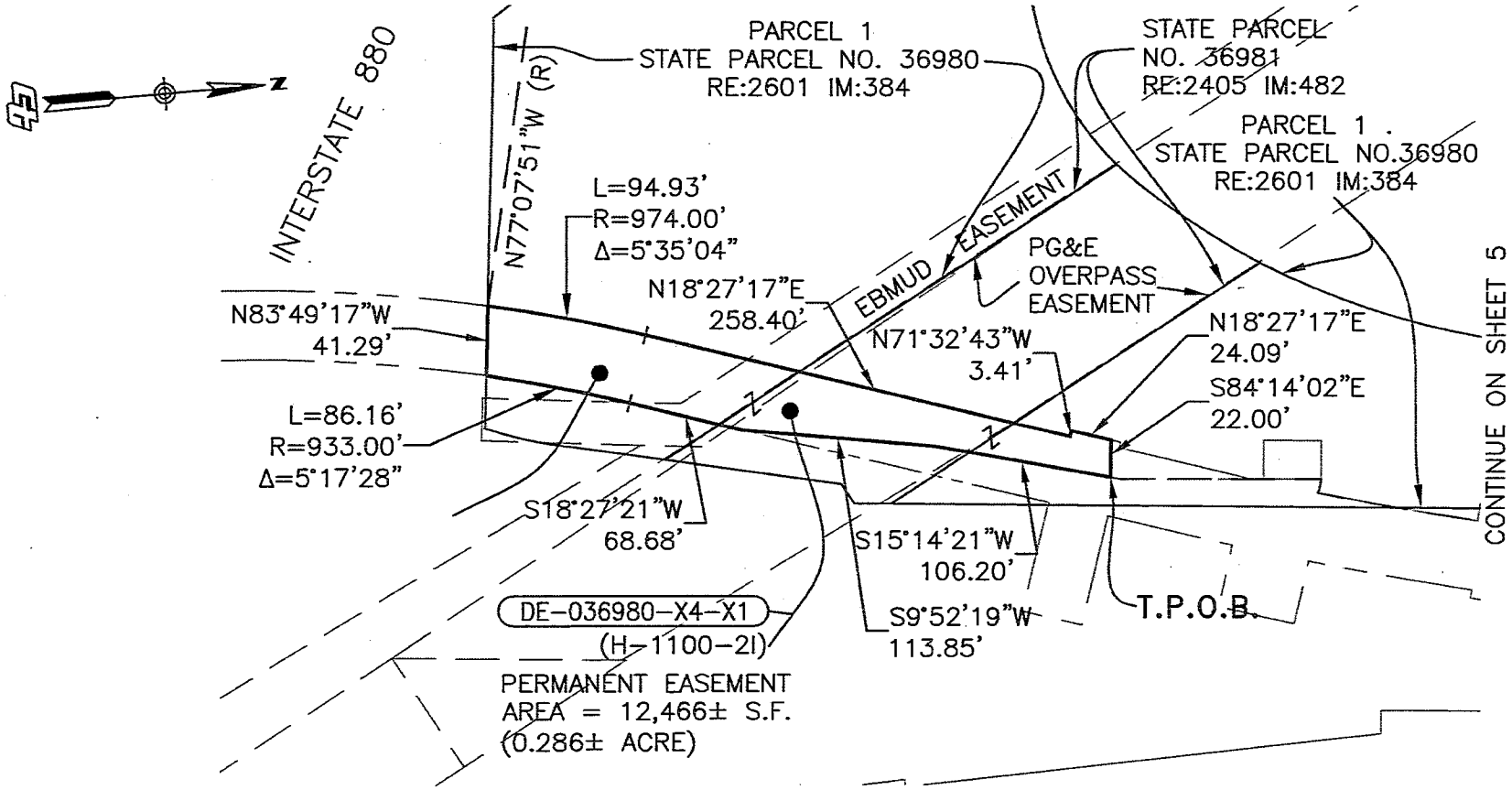
BART

SCALE: 1"=100' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENT)
DE-036980-X4-X1

CO. ALA	RTE. 880 P.M. 25.6	Sheet 5 of 6

ATTACHMENT 3F



LEGEND:

———	AERIAL EASEMENT
— — —	BART OAC JUMA LINE
H-1100-2F	BART PARCEL NUMBER
DE-036980-X1-X1	STATE PARCEL NUMBER
POC	POINT OF COMMENCEMENT
POB	POINT OF BEGINNING

100' 0' 100'

GRAPHIC SCALE

M-1602

STATE PARCEL NO. DE-036980-X4-X1
PERMANENT EASEMENT

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3, 1991.35 EPOCH. DISTANCES ARE GRID DISTANCES, TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.00006713.

BART

SCALE: 1"=100' | DATE: 7/2/2015

DIRECTOR'S DEED (AERIAL EASEMENT)
DE-036980-X4-X1

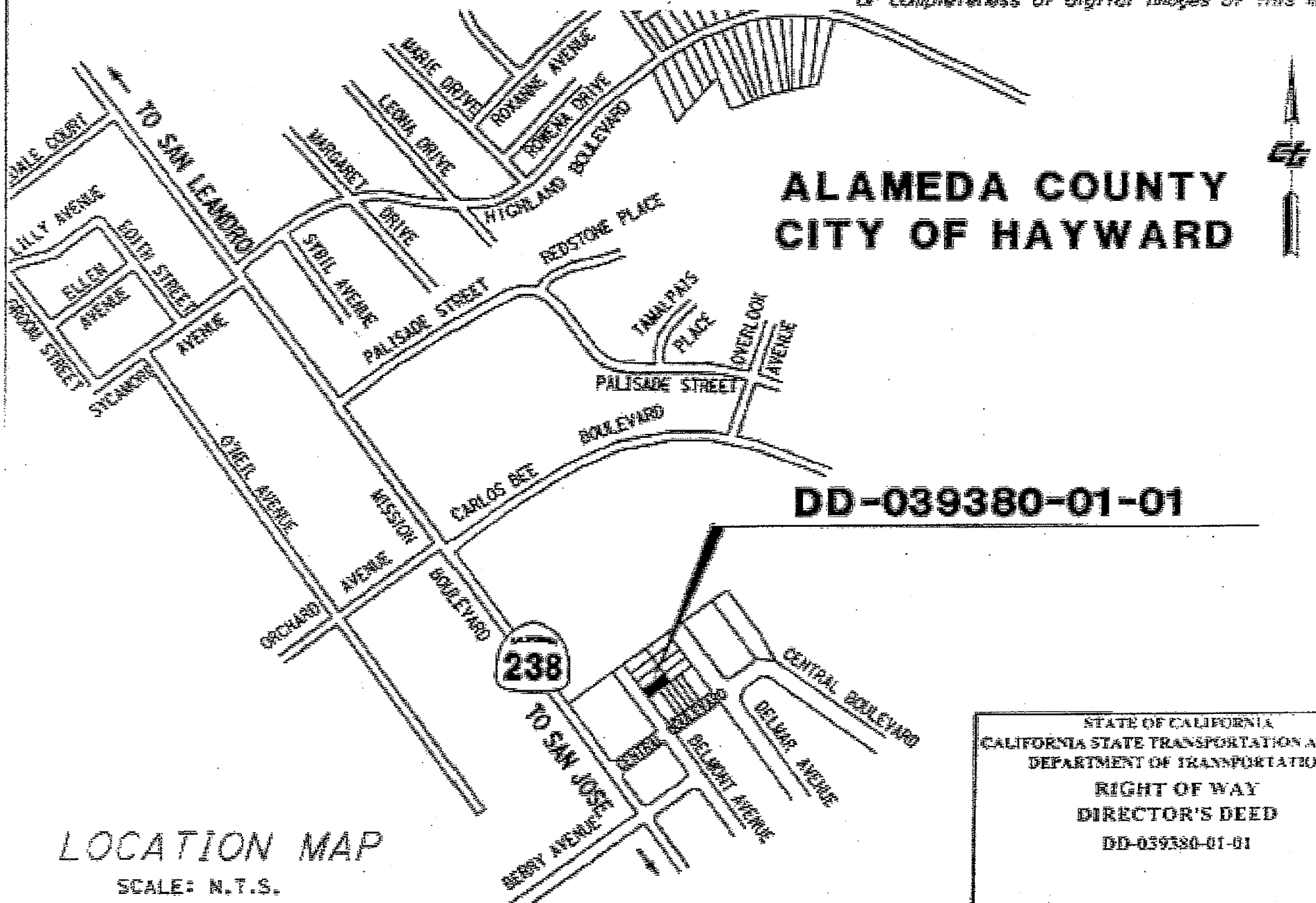
CO. ALA	RTE. 880 P.M. 25.6	Sheet 6 of 6

ATTACHMENT 3G

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.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-039380-01-01



LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-039380-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CMH	11/04/14	4	ALA	238	8.0X	1	2

ATTACHMENT 4A

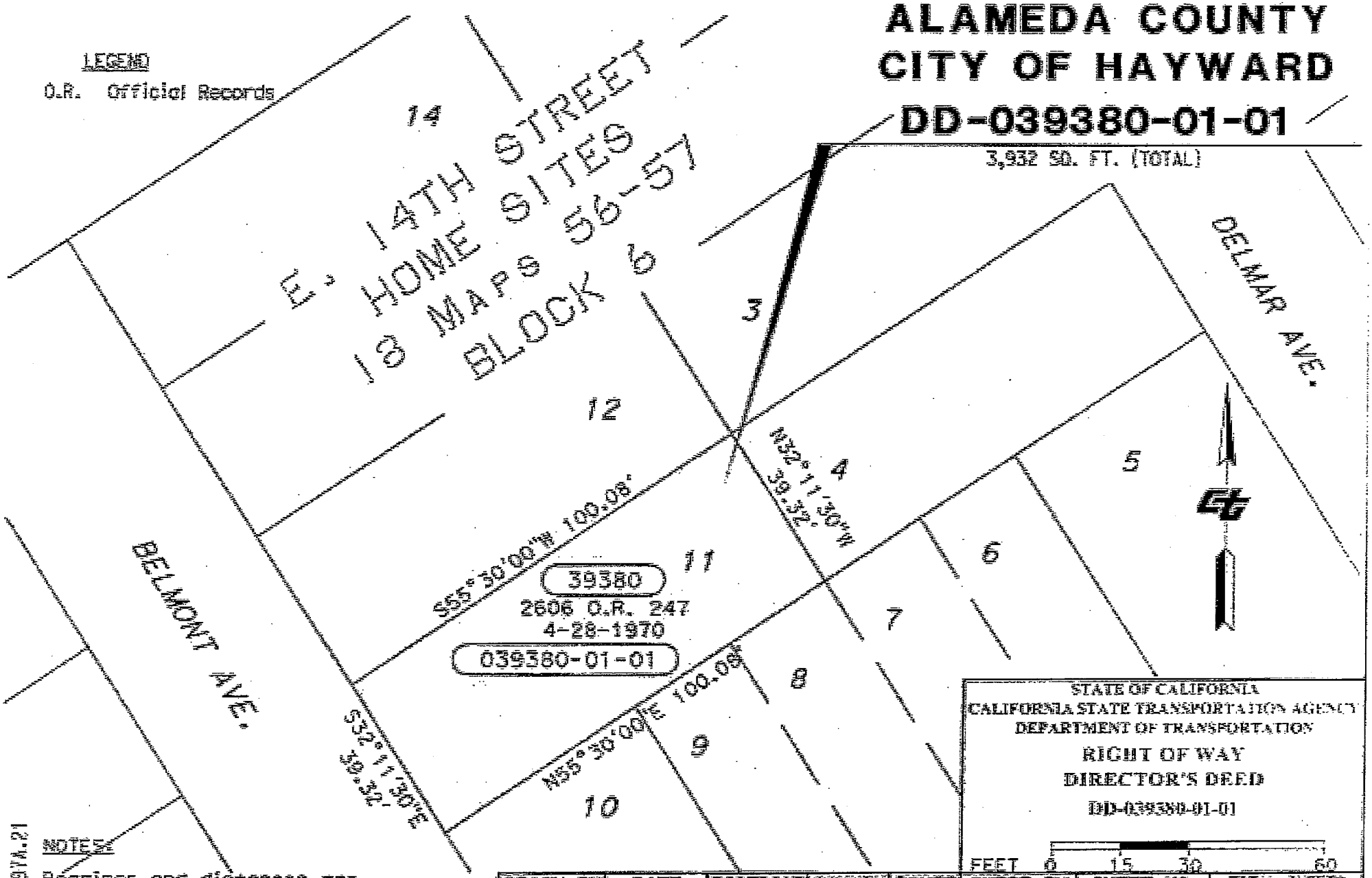
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

ALAMEDA COUNTY
CITY OF HAYWARD
DD-039380-01-01

3,932 SQ. FT. (TOTAL)

LEGEND

O.R. Official Records



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-039380-01-01

FEET 0 15 30 60

NOTES:

Bearings and distances are calculated per 18 MAPS 56

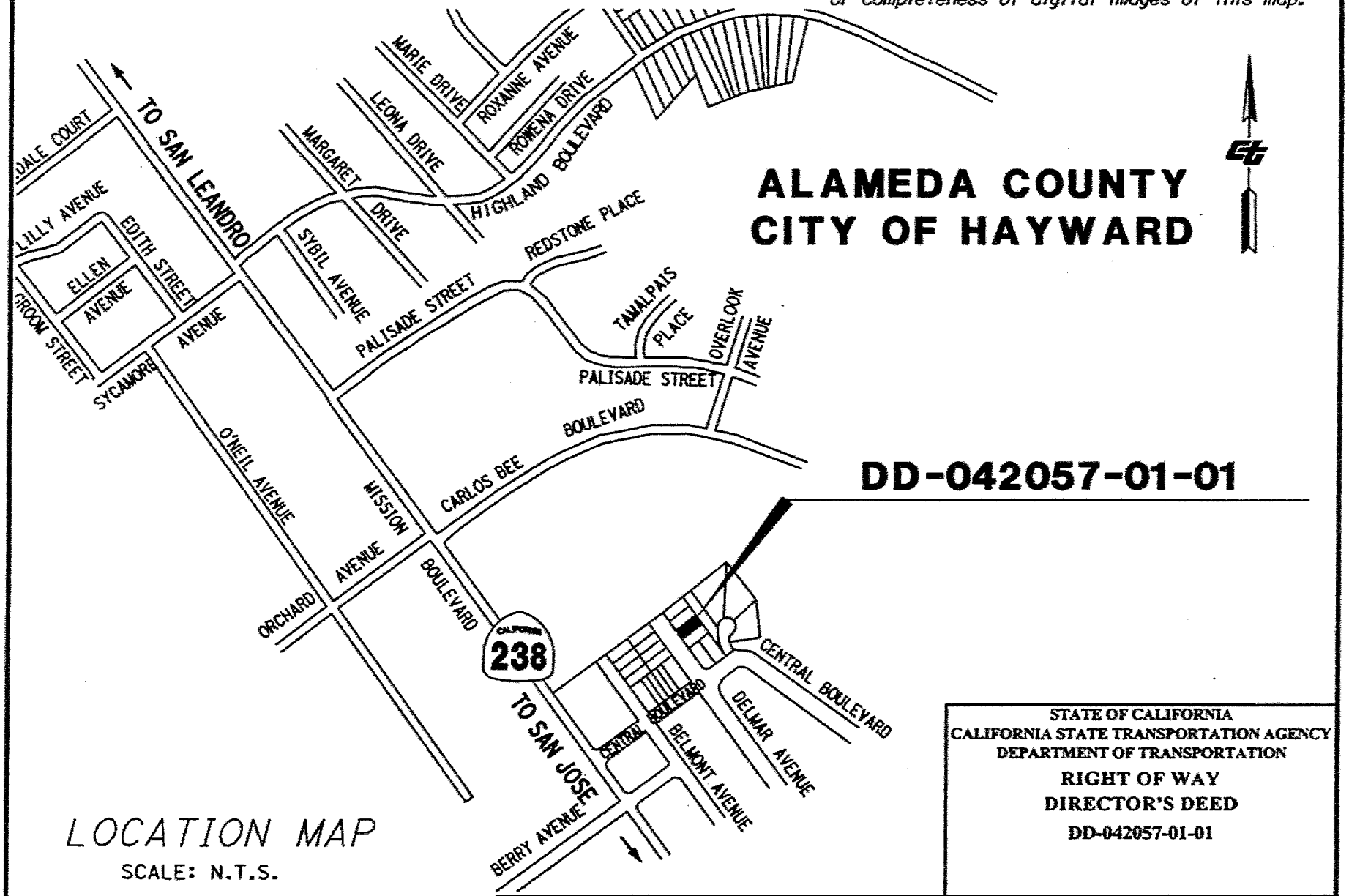
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/04/14	4	ALA	238	8.0X	2	2

12-9-14

ATTACHMENT 4B

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.

ALAMEDA COUNTY
CITY OF HAYWARD



LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-042057-01-01

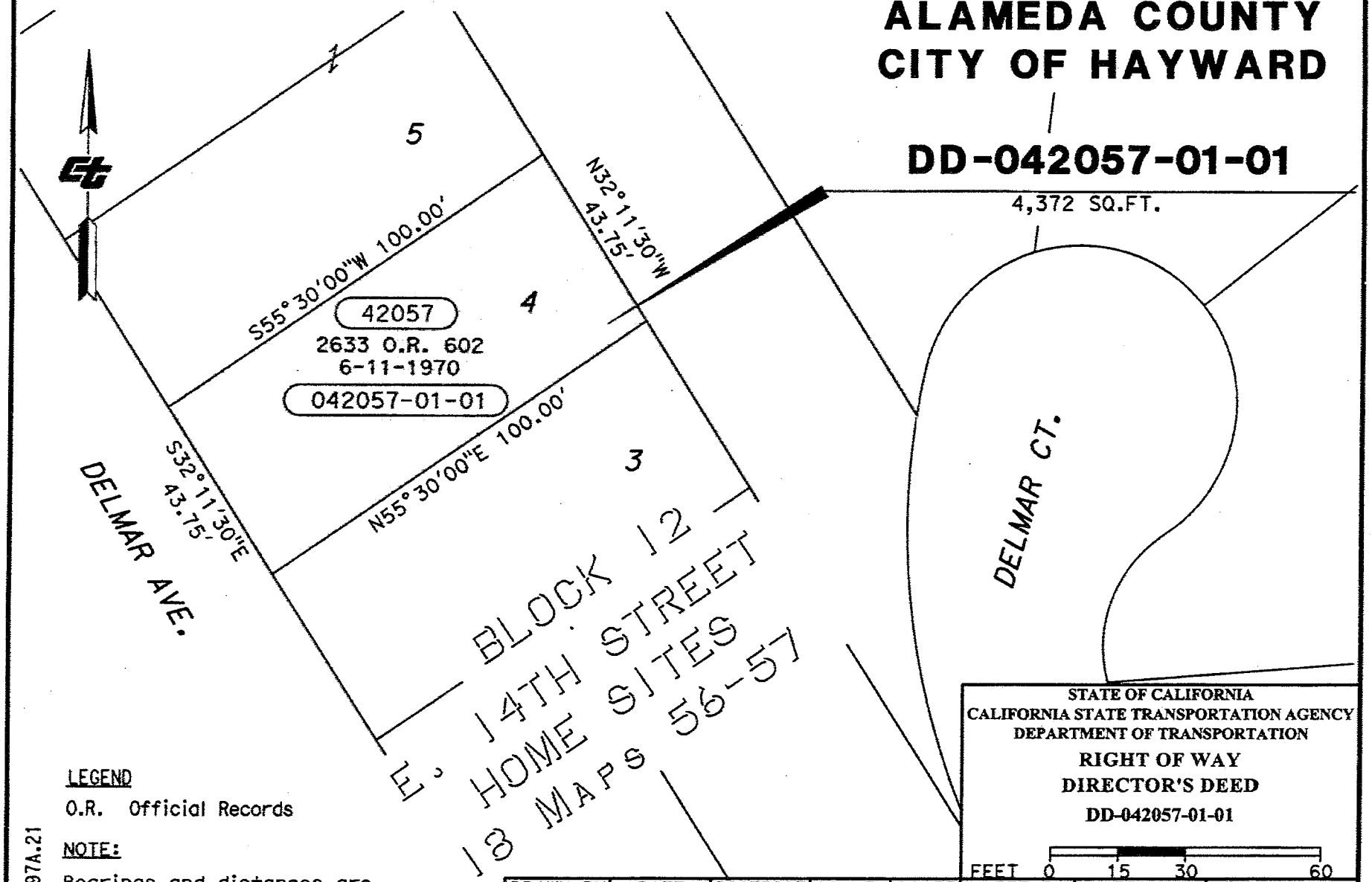
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/04/14	4	ALA	238	8.0X	1	2

ATTACHMENT 5A

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.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-042057-01-01



LEGEND

O.R. Official Records

NOTE:

Bearings and distances are calculated per 18 MAPS 56

R-97A.21

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

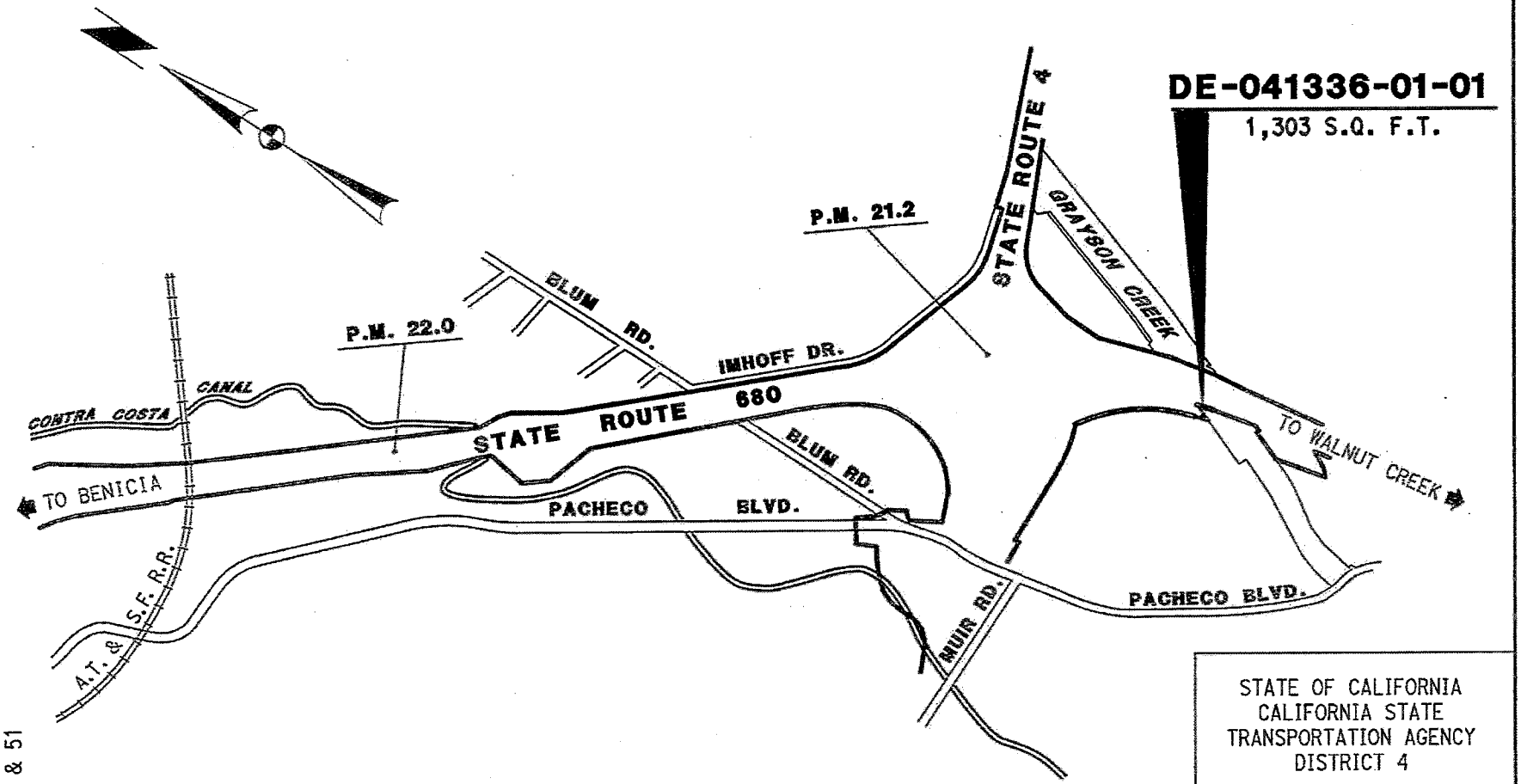
RIGHT OF WAY
DIRECTOR'S DEED
DD-042057-01-01

FEET 0 15 30 60

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/04/14	4	ALA	238	8.0X	2	2

ATTACHMENT 5B

CONTRA COSTA COUNTY



A-655.50b & 51

SCALE IN FEET

0 1000 2000

SCALE: 1" = 1000'

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

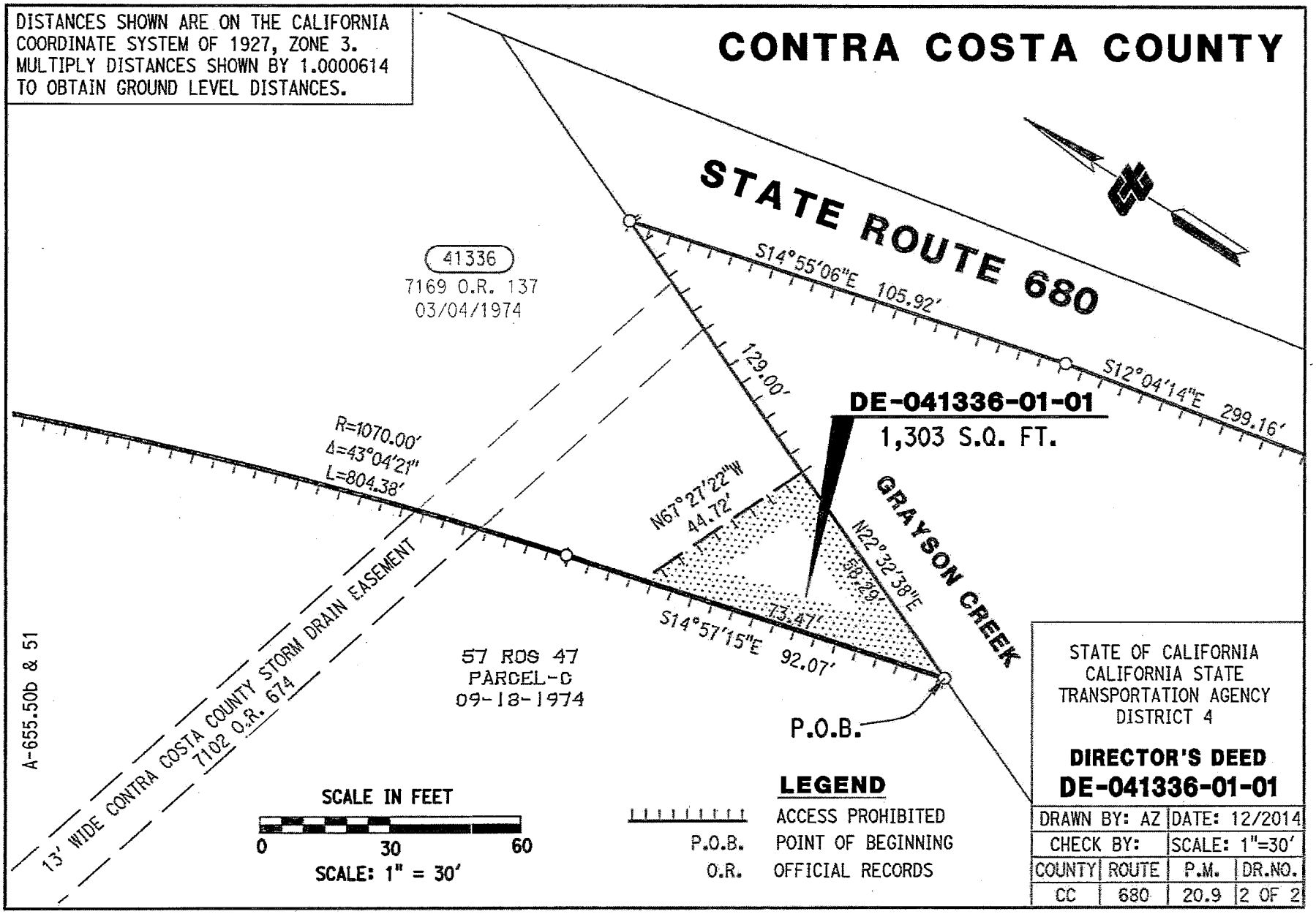
DIRECTOR'S DEED
DE-041336-01-01

DRAWN BY: AZ		DATE: 12/2014	
CHECK BY:		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	680	20.9	1 OF 2

ATTACHMENT 6A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000614 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-041336-01-01

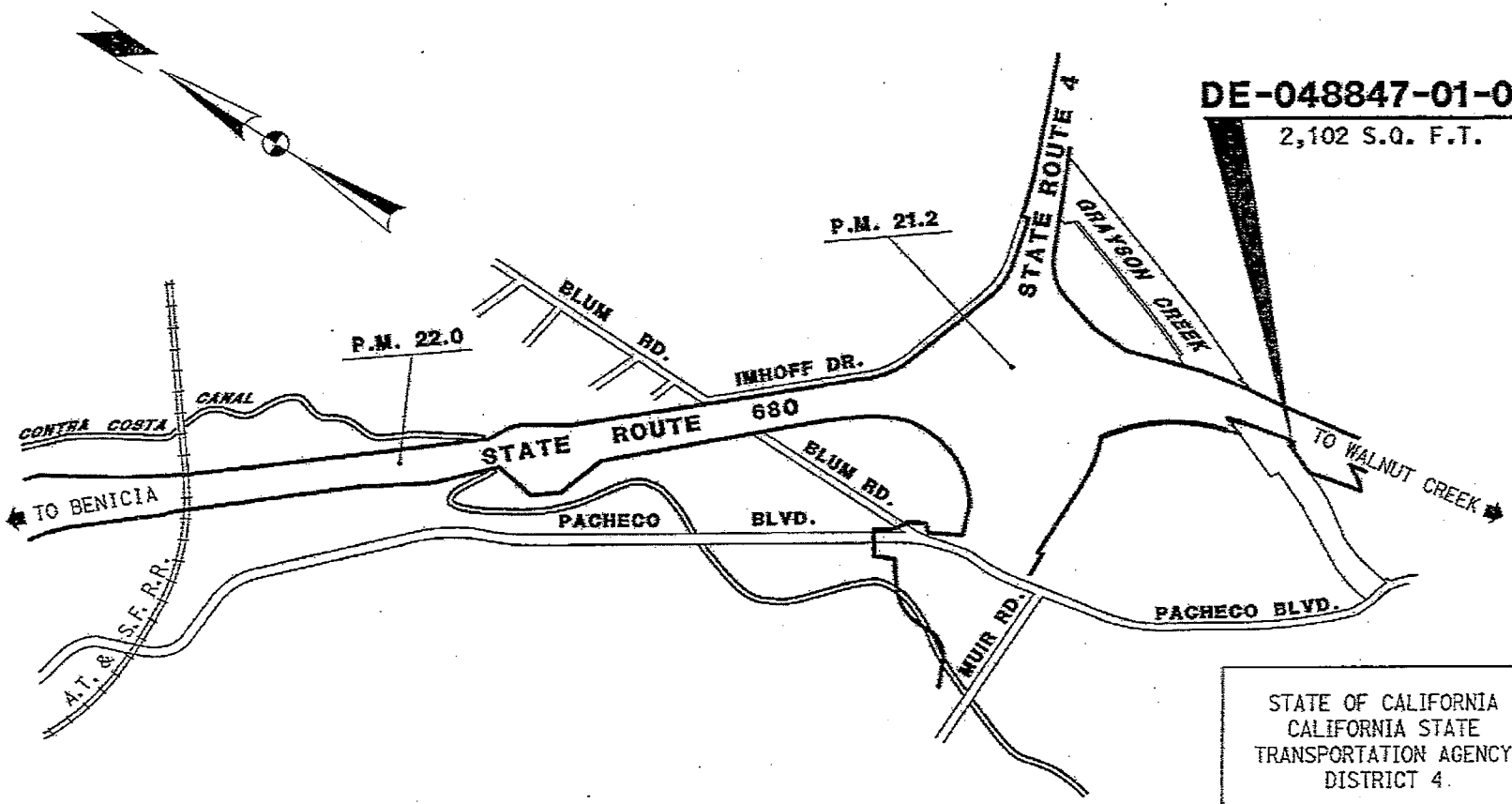
DRAWN BY: AZ		DATE: 12/2014	
CHECK BY:		SCALE: 1"=30'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	680	20.9	2 OF 2

ATTACHMENT 6B

CONTRA COSTA COUNTY

DE-048847-01-01

2,102 S.Q. F.T.



R-655.51

SCALE IN FEET

0 1000 2000

SCALE: 1" = 1000'

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

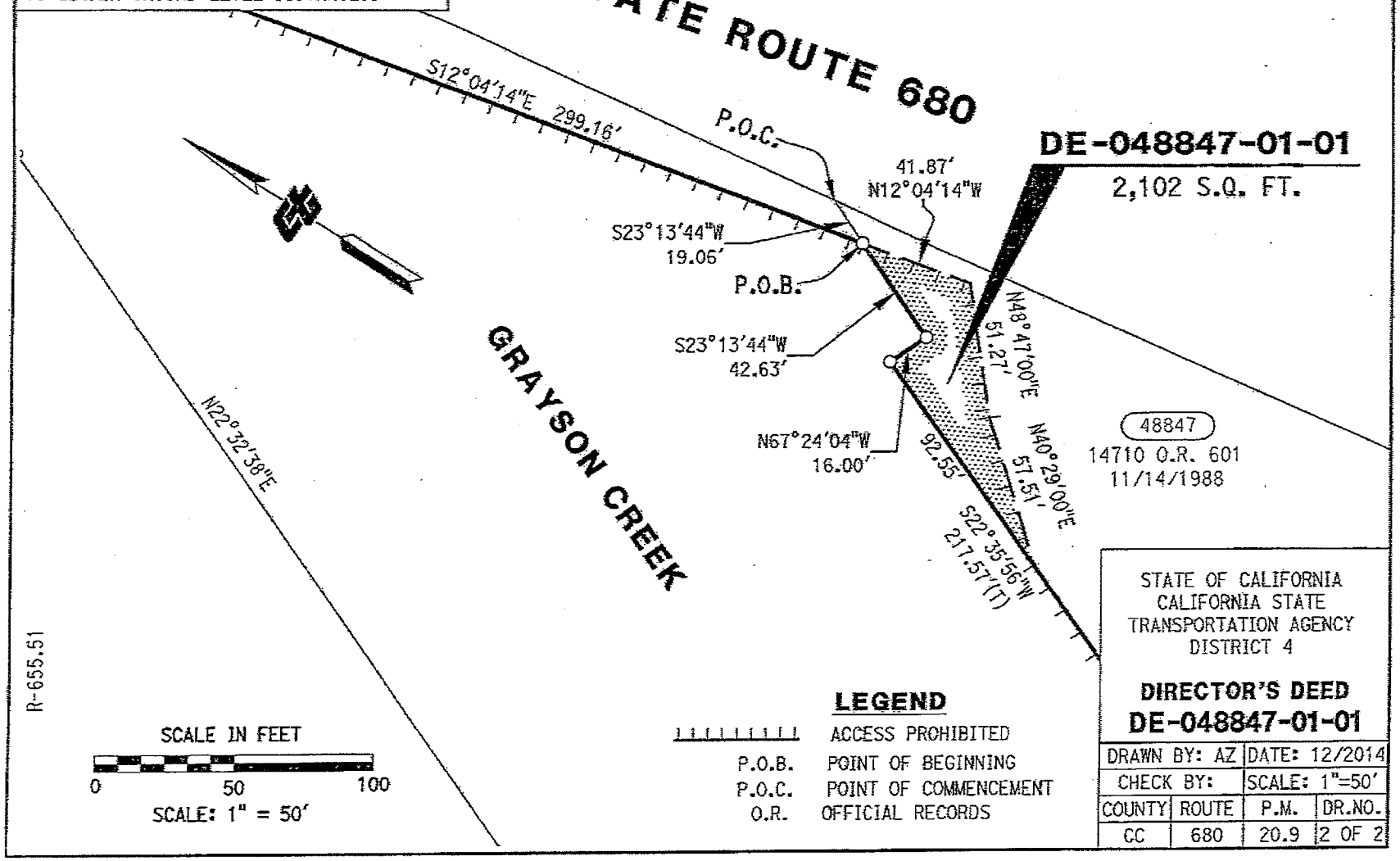
DIRECTOR'S DEED
DE-048847-01-01

DRAWN BY: AZ		DATE: 12/2014	
CHECK BY:		SCALE: 1"=1000'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	680	20.9	1 OF 2

ATTACHMENT 6C

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000614 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY

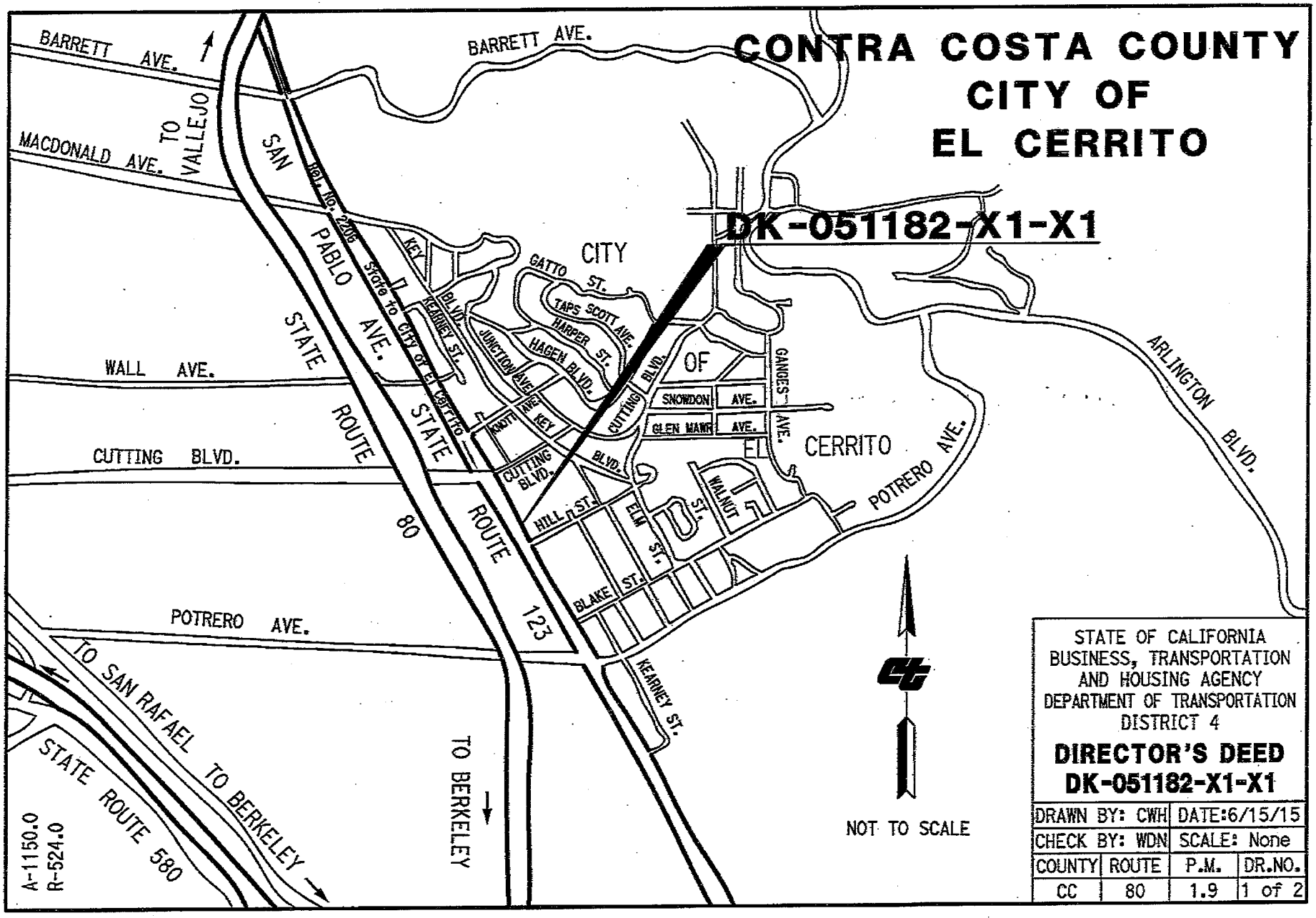


STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-048847-01-01

DRAWN BY: AZ		DATE: 12/2014	
CHECK BY:		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	680	20.9	2 OF 2

ATTACHMENT 6D



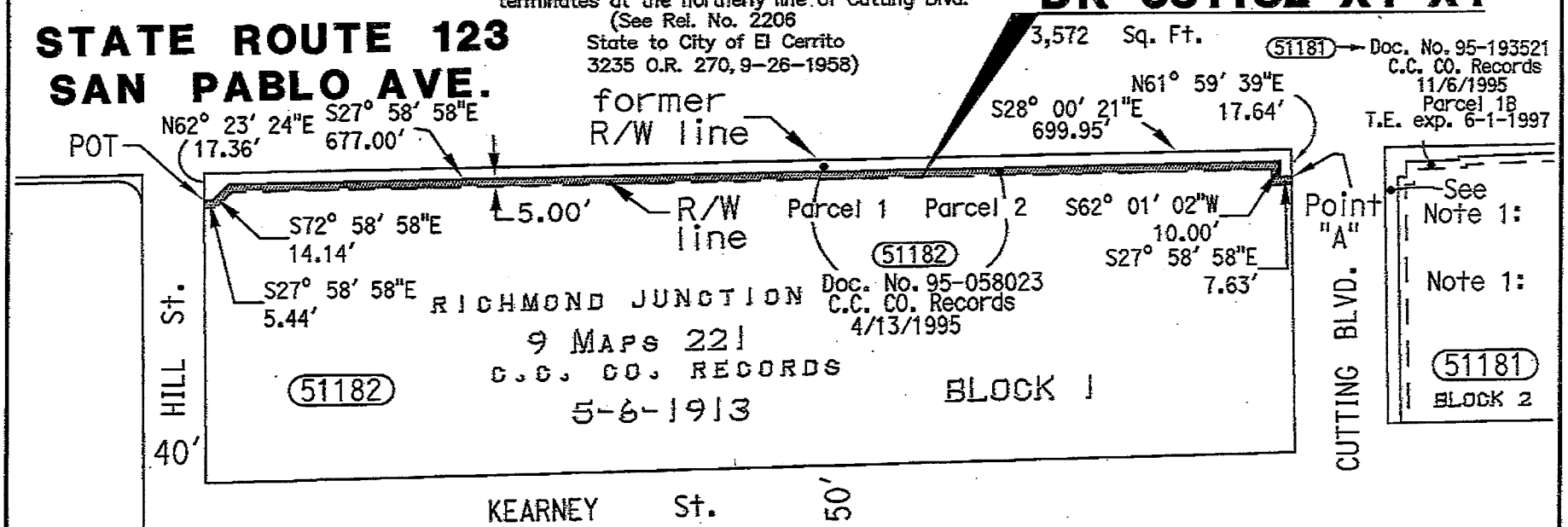
ATTACHMENT 7A

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000717 TO OBTAIN GROUND LEVEL DISTANCES.

CONTRA COSTA COUNTY
CITY OF EL CERRITO

Note: The State Route 123 portion of San Pablo Ave. terminates at the northerly line of Cutting Blvd. (See Rel. No. 2206 State to City of El Cerrito 3235 O.R. 270, 9-26-1958)

DK-051182-X1-X1



LEGEND

Sq. Ft.	square feet
O.R.	Official Records
C.C. CO.	Contra Costa County
TPOB	true point of beginning
(51182)	State parcel number
R/W	right-of-way
T.E.	tempory easement
exp.	expired
Rel.	relinquishment
POT	point of termination

SCALE IN FEET
0 1" = 100' 100

Note 1:
State to City of El Cerrito
Rel. No. 56018
Segment 1
Instrument No. 99-0107415-00
4/21/1999

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DK-051182-X1-X1

DRAWN BY: CWH		DATE: 6/15/15	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	80	1.9	2 of 2

A-1150.3
R-524.10

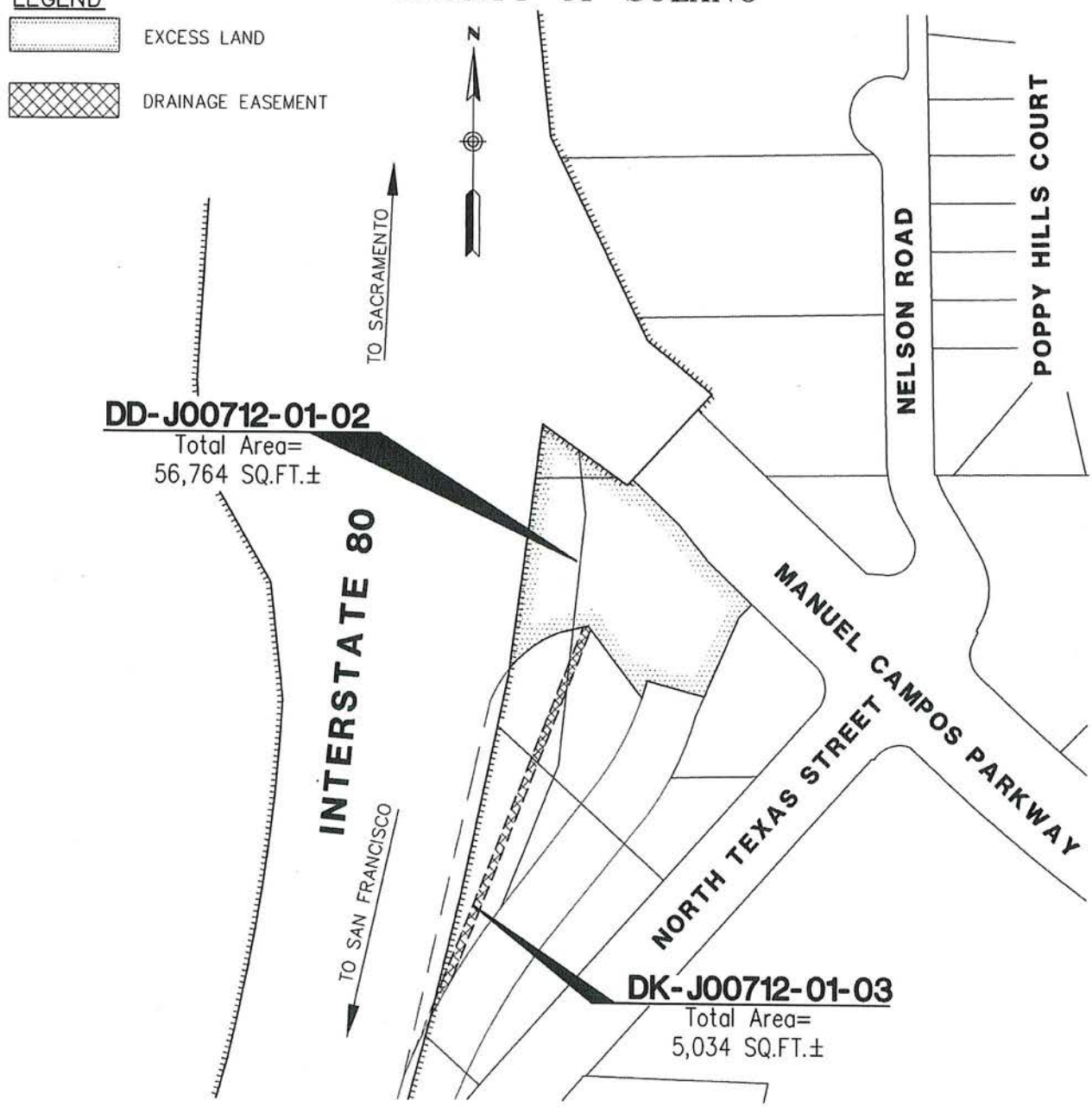
ATTACHMENT 7B

CITY OF FAIRFIELD
COUNTY OF SOLANO

LEGEND

EXCESS LAND

DRAINAGE EASEMENT



THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

LICENSED LAND SURVEYOR
LARRY E. JOHNSON
No. 4998
STATE OF CALIFORNIA

12/10/2014
SIGNATURE DATE

R-10401.01 and R-10401.01A

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying, and Planning Services
3000 Oak Road, Suite 650
Walnut Creek, CA 94597
(925) 938-0383

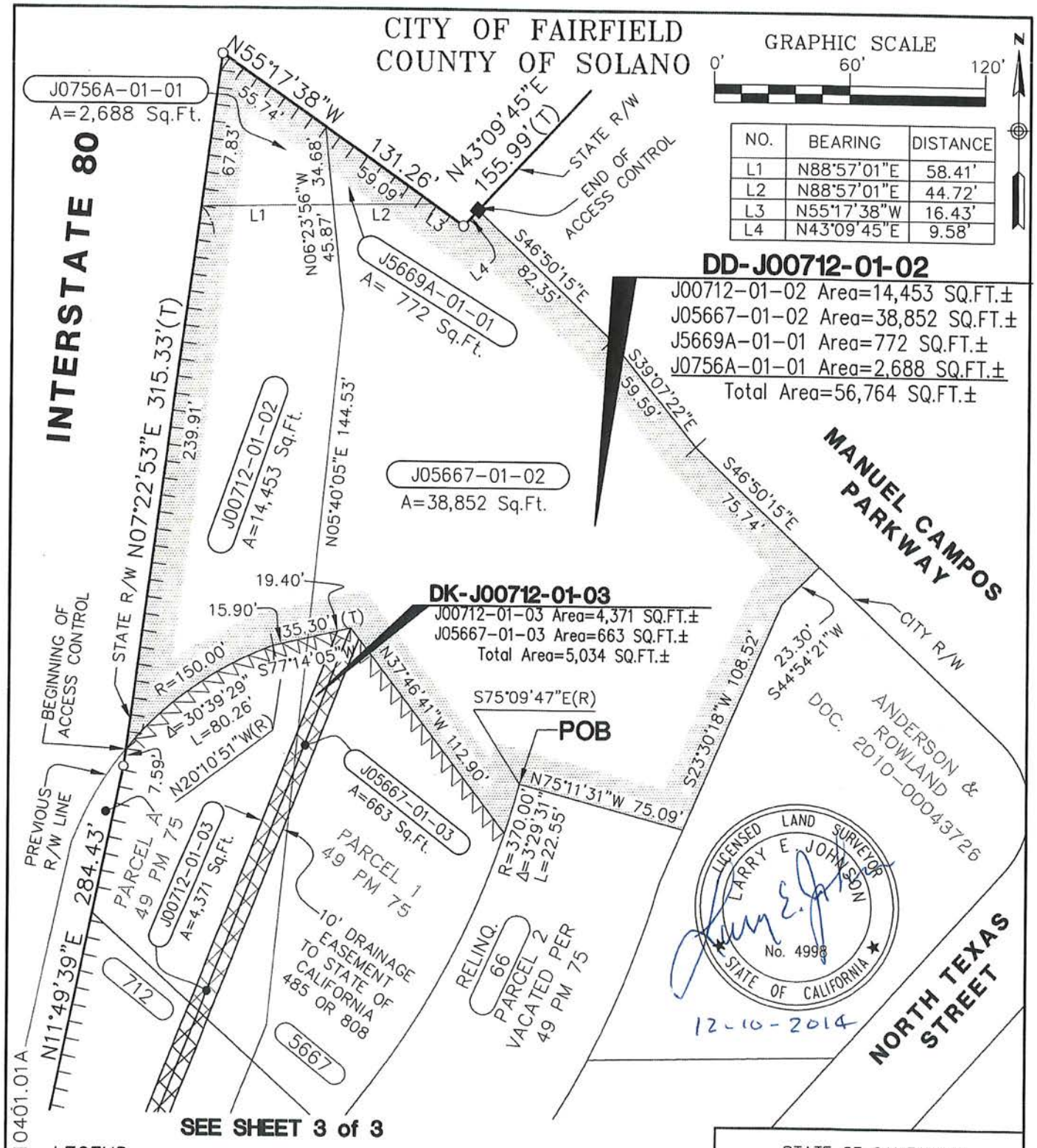
STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: JCL			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 200'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	1 OF 3

V:\Caltrans North Texas 56-0135B\Survey\CADD\Survey\Directors Deed\ALT-J00712-01-02 DD index.dwg

ATTACHMENT 8A



NO.	BEARING	DISTANCE
L1	N88°57'01"E	58.41'
L2	N88°57'01"E	44.72'
L3	N55°17'38"W	16.43'
L4	N43°09'45"E	9.58'

LEGEND

- EXCESS LAND (Total Area=56,764 SQ.FT.±)
- 10' WIDE DRAINAGE EASEMENT (Total Area=5,034 SQ.FT.±)
- ACCESS CONTROL
- PREVIOUSLY ACQUIRED ACCESS RIGHTS TO BE RELINQUISHED
- PARCEL PREVIOUSLY ACQUIRED OR RELINQUISHED
- (R) RADIAL BEARING
- POB POINT OF BEGINNING
- O DIMENSION POINT
- ■ ACCESS OPENING

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: GLR			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 60'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	2 OF 3

R-10401.01 and R-10401.01A

V:\Caltrans North Texas 56-0135B\Survey\CADD\Survey\Directors Deed\J00712-01-02 DD.dwg

ATTACHMENT 8B

CITY OF FAIRFIELD
COUNTY OF SOLANO

SEE SHEET 2 of 3

N

GRAPHIC SCALE
0' 50' 100'

LICENSED LAND SURVEYOR
LARRY E. JOHNSON
No. 4998
STATE OF CALIFORNIA

12-10-2014

N11°49'39"E 284.43'

PARCEL A
49 PM 75

J00712-01-03
A=4,371 Sq.Ft.

5667

PREVIOUS R/W LINE

10.00'

712

PARCEL 2
49 PM 75

62361-1

N13°19'06"E 152.43'

RELINQ.
66
PARCEL 2
VACATED PER
49 PM 75

DK-J00712-01-03
J00712-01-03 Area=4,371 SQ.FT.±
J05667-01-03 Area=663 SQ.FT.±
Total Area=5,034 SQ.FT.±

21.53'

REMAINDER of
10' DRAINAGE
EASEMENT TO
STATE OF
CALIFORNIA
485 OR 808
(115 SQ. FT.±)

N15°00'09"E 101.81'

PARCEL 3
49 PM 75

61057-1
SECTION 83

NORTH TEXAS STREET

R-10401.01 and R-10401.01A

LEGEND

- 10' WIDE DRAINAGE EASEMENT (Total Area=5,034 SQ.FT.±)
- ACCESS CONTROL
- PARCEL PREVIOUSLY ACQUIRED OR RELINQUISHED
- (R) RADIAL BEARING
- POB POINT OF BEGINNING
- DIMENSION POINT
- ACCESS OPENING

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: GLR			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 50'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	3 OF 3

V:\Caltrans North Texas 56-0135B\Survey\CADD\Survey\Directors Deed\J00712-01-02 DD.dwg

CITY OF FAIRFIELD
COUNTY OF SOLANO

LEGEND

EXCESS LAND

DRAINAGE EASEMENT

N

TO SACRAMENTO

TO SAN FRANCISCO

INTERSTATE 80

NELSON ROAD

POPPY HILLS COURT

MANUEL CAMPOS PARKWAY

NORTH TEXAS STREET

DD-J00712-01-02
Total Area=
56,764 SQ.FT.±

DK-J00712-01-03
Total Area=
5,034 SQ.FT.±

THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

LICENSED LAND SURVEYOR
LARRY E. JOHNSON
No. 4998
STATE OF CALIFORNIA

12/10/2014
SIGNATURE DATE

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: JCL			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 200'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	1 OF 3

MARK THOMAS & COMPANY, INC.
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R-10401.01 and R-10401.01A

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CITY OF FAIRFIELD
COUNTY OF SOLANO

GRAPHIC SCALE 0' 60' 120'

NO.	BEARING	DISTANCE
L1	N88°57'01"E	58.41'
L2	N88°57'01"E	44.72'
L3	N55°17'38"W	16.43'
L4	N43°09'45"E	9.58'

DD-J00712-01-02

J00712-01-02 Area=14,453 SQ.FT.±
J05667-01-02 Area=38,852 SQ.FT.±
J5669A-01-01 Area=772 SQ.FT.±
J0756A-01-01 Area=2,688 SQ.FT.±
Total Area=56,764 SQ.FT.±

DK-J00712-01-03

J00712-01-03 Area=4,371 SQ.FT.±
J05667-01-03 Area=663 SQ.FT.±
Total Area=5,034 SQ.FT.±

INTERSTATE 80

MANUEL CAMPOS PARKWAY

NORTH TEXAS STREET

ANDERSON & ROWLAND DOC. 2010-00043726

PARCEL A 49 PM 75

PARCEL 1 49 PM 75

RELINQ. 66 PARCEL 2 VACATED PER 49 PM 75

10' DRAINAGE EASEMENT TO STATE OF CALIFORNIA 485 OR 808

POB

BEGINNING OF ACCESS CONTROL

PREVIOUS R/W LINE

STATE R/W

END OF ACCESS CONTROL

CITY R/W

LICENSED LAND SURVEYOR LARRY E. JOHNSON No. 4998 STATE OF CALIFORNIA

12-10-2014

SEE SHEET 3 of 3

LEGEND

- EXCESS LAND (Total Area=56,764 SQ.FT.±)
- 10' WIDE DRAINAGE EASEMENT (Total Area=5,034 SQ.FT.±)
- ACCESS CONTROL
- PREVIOUSLY ACQUIRED ACCESS RIGHTS TO BE RELINQUISHED
- PARCEL PREVIOUSLY ACQUIRED OR RELINQUISHED
- (R) RADIAL BEARING
- POB POINT OF BEGINNING
- ○ DIMENSION POINT
- ■ ACCESS OPENING

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

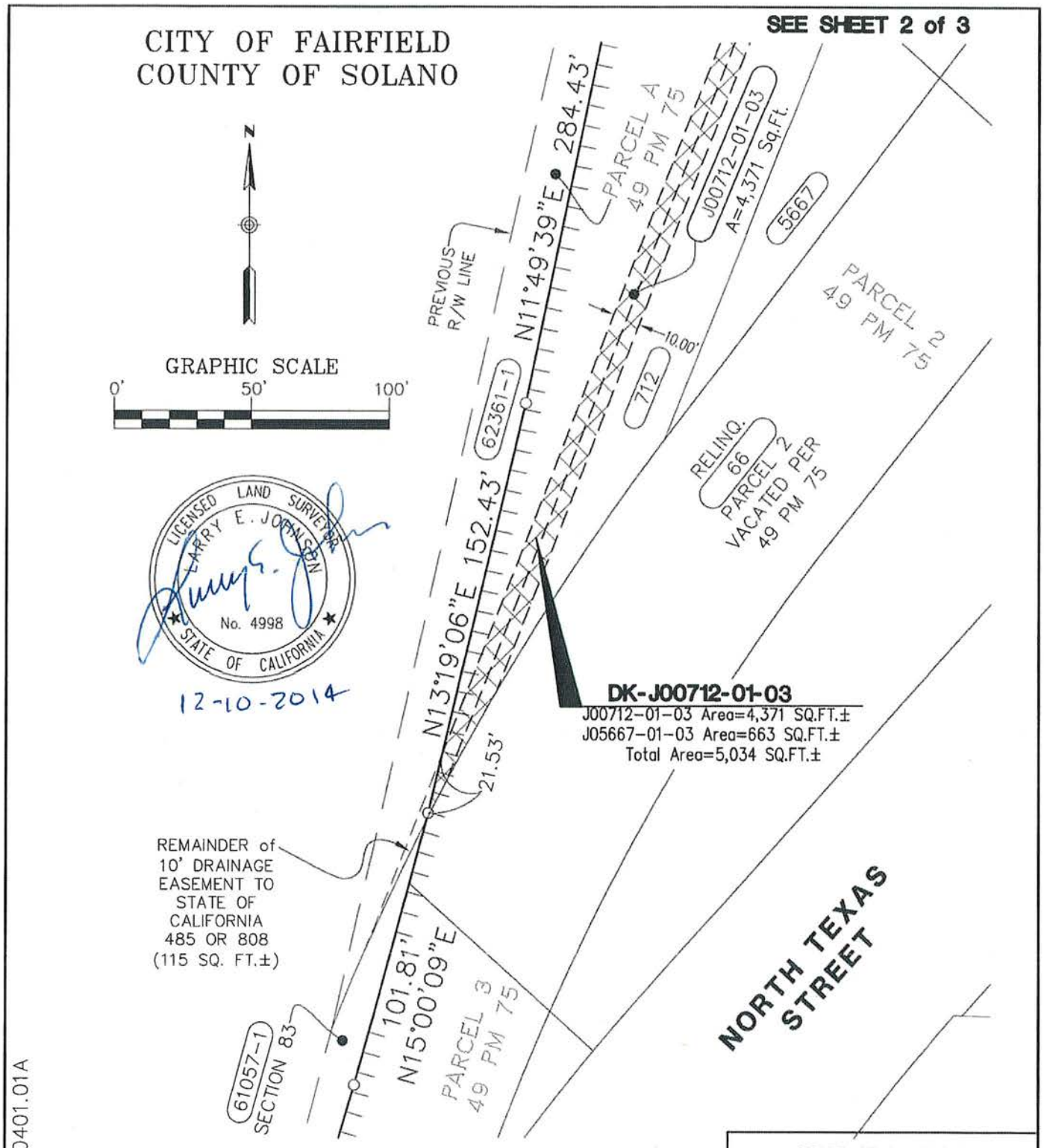
DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: GLR			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 60'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	2 OF 3

R-10401.01 and R-10401.01A

V:\Caltrans North Texas 56-0135B\Survey\CADD\Survey\Directors Deed\J00712-01-02 DD.dwg

ATTACHMENT 8E



R-10401.01 and R-10401.01A

LEGEND

- 10' WIDE DRAINAGE EASEMENT (Total Area=5,034 SQ.FT.±)
- ACCESS CONTROL
- PARCEL PREVIOUSLY ACQUIRED OR RELINQUISHED
- (R) RADIAL BEARING
- POB POINT OF BEGINNING
- O DIMENSION POINT
- ACCESS OPENING

BEARINGS AND DISTANCES USED ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2. MULTIPLY DISTANCES SHOWN BY 0.999991 TO OBTAIN GROUND DISTANCES.

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION DISTRICT 4

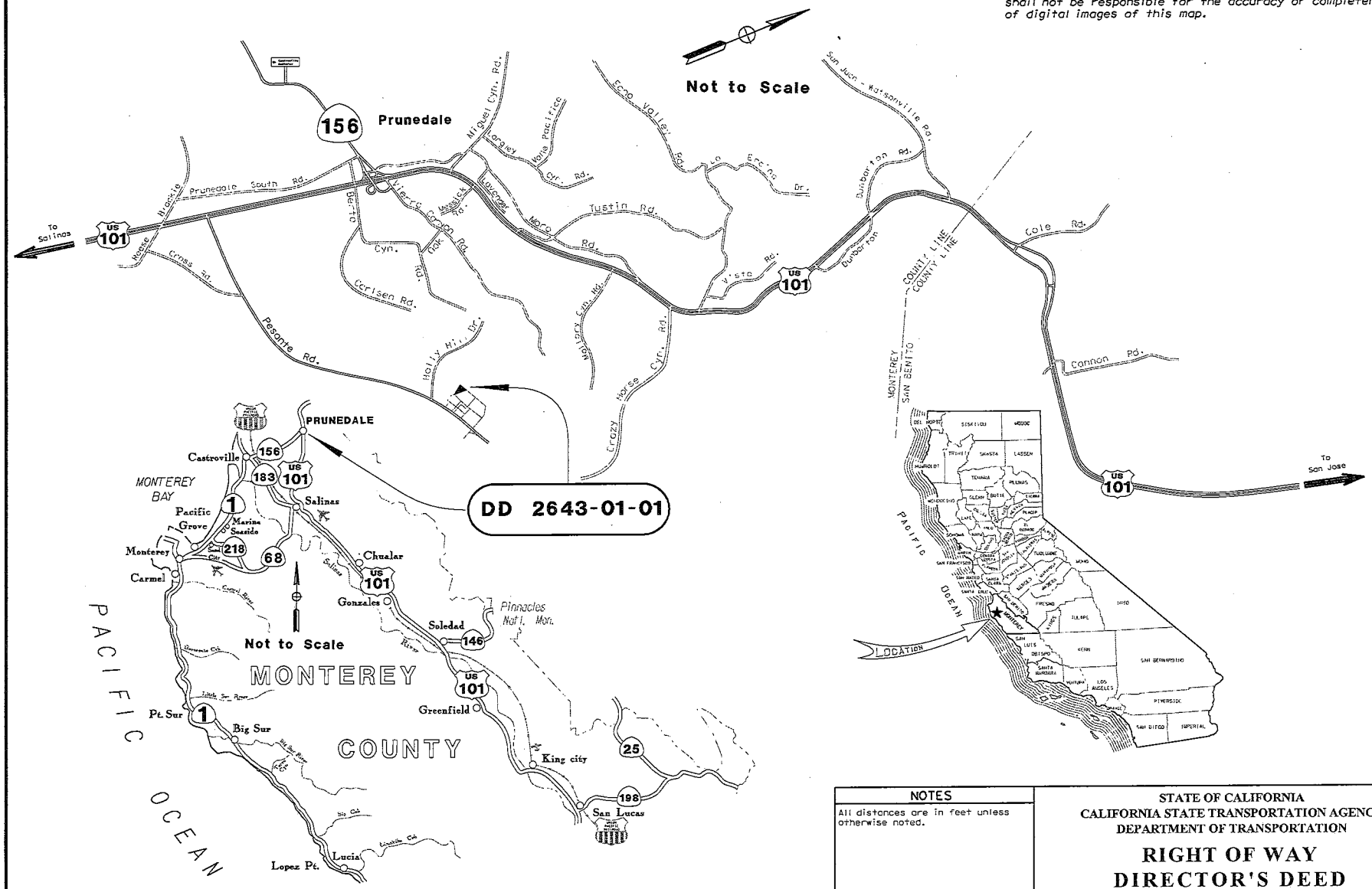
DIRECTOR'S DEED
DD-J00712-01-02

DR. BY: GLR			DATE: 12/10/14
CKD. BY: LEJ			SCALE: 1" = 50'
CO.	RTE.	P.M.	DR. No.
Sol	80	20.3	3 OF 3

V:\Caltrans North Texas 56-0135B\Survey\CADD\Survey\Directors Deed\J00712-01-02 DD.dwg

ATTACHMENT 8F

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTES
All distances are in feet unless otherwise noted.
LEGEND

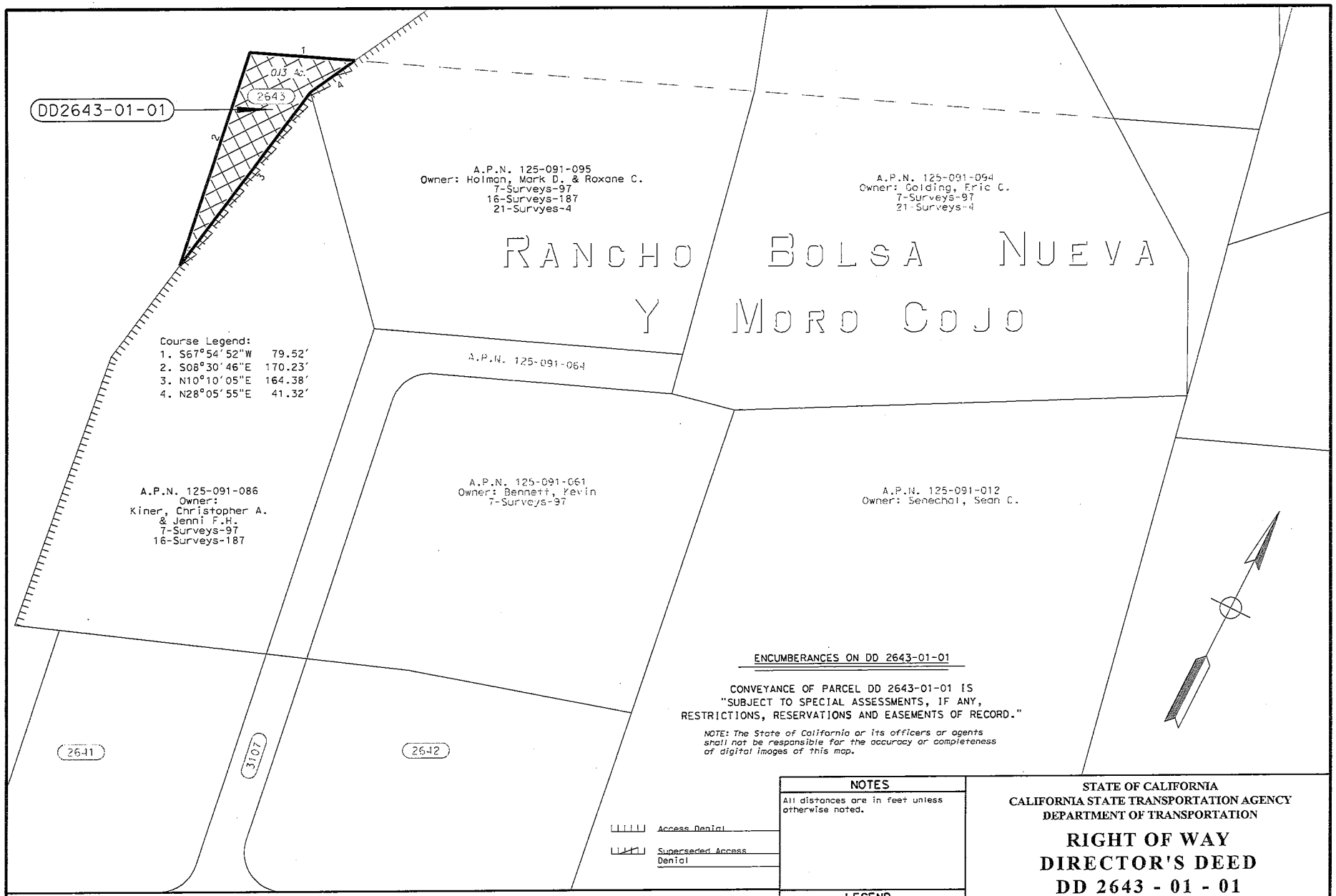
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED DD 2643 - 01 - 01

Not to Scale

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	Mon	101	95.4	1	2

ATTACHMENT 9A



ENCUMBERANCES ON DD 2643-01-01

CONVEYANCE OF PARCEL DD 2643-01-01 IS "SUBJECT TO SPECIAL ASSESSMENTS, IF ANY, RESTRICTIONS, RESERVATIONS AND EASEMENTS OF RECORD."

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.

Access Denial

Superseded Access Denial

NOTES

All distances are in feet unless otherwise noted.

LEGEND

Access Denial

Superseded Access Denial

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

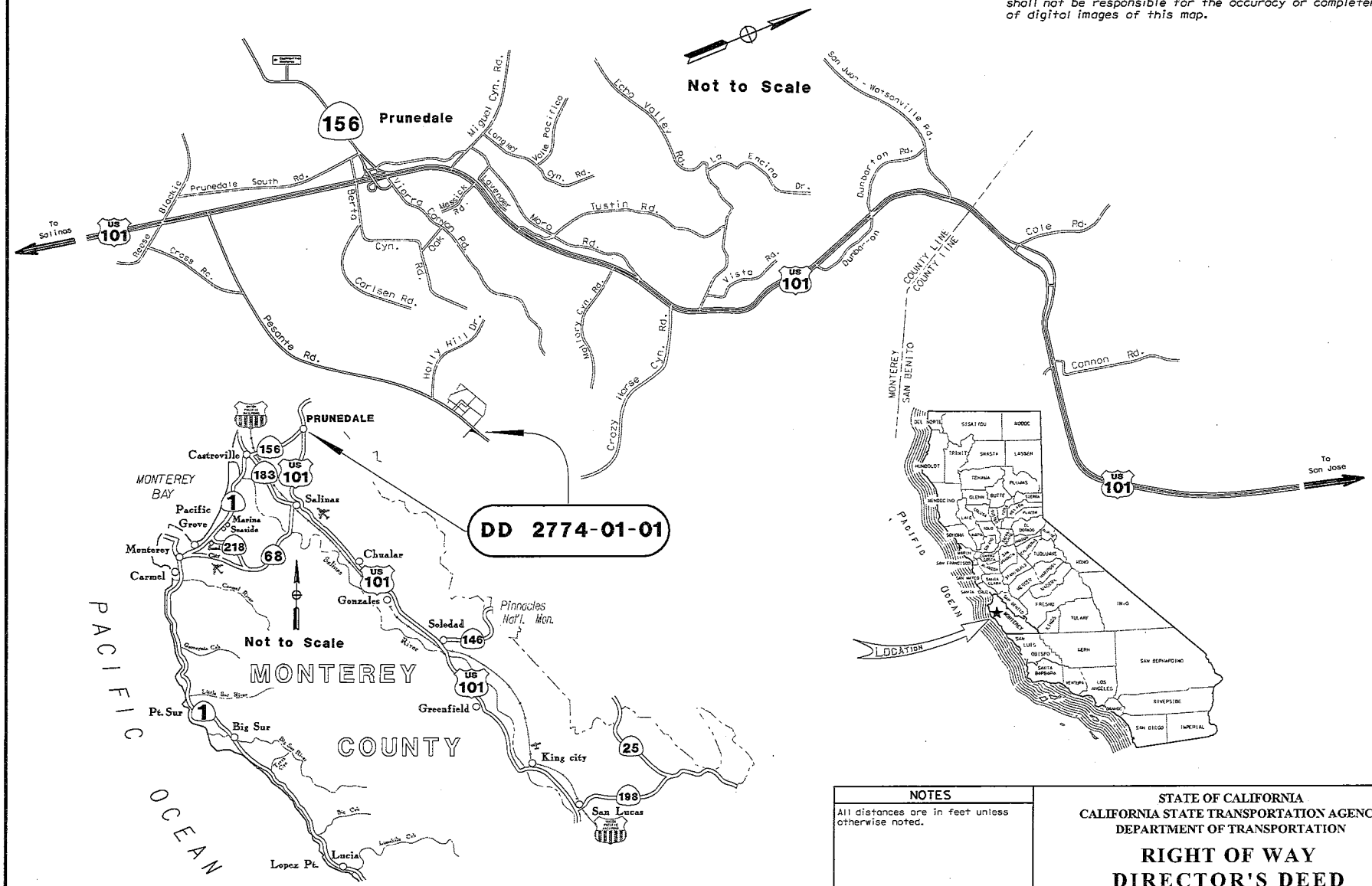
RIGHT OF WAY DIRECTOR'S DEED DD 2643 - 01 - 01

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	Mon	101	95.4	2	2

ATTACHMENT 9B

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTES
All distances are in feet unless otherwise noted.
LEGEND

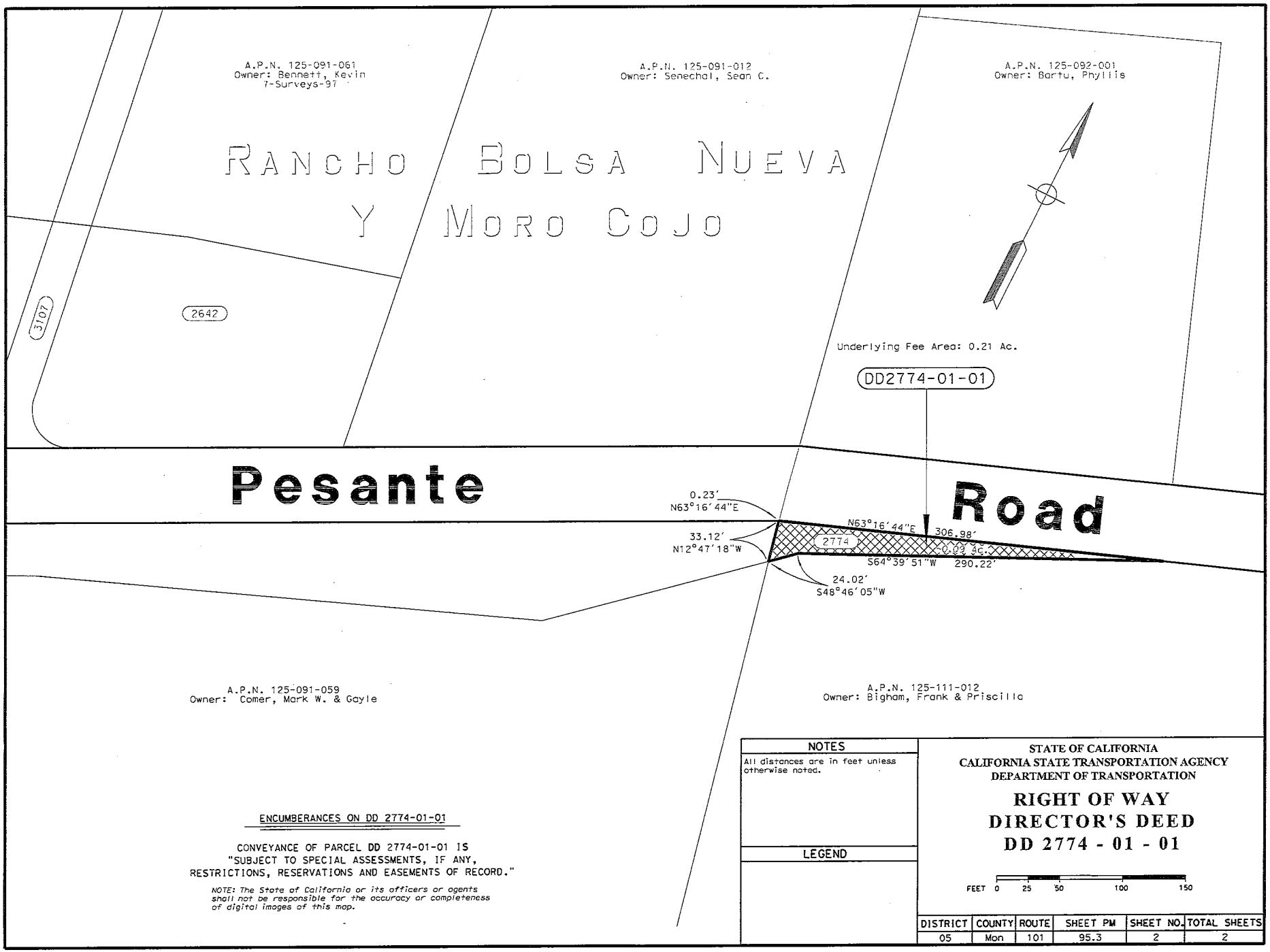
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED DD 2774 - 01 - 01

Not to Scale

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	Mon	101	95.3	1	2

ATTACHMENT 10A



ENCUMBERANCES ON DD 2774-01-01

CONVEYANCE OF PARCEL DD 2774-01-01 IS "SUBJECT TO SPECIAL ASSESSMENTS, IF ANY, RESTRICTIONS, RESERVATIONS AND EASEMENTS OF RECORD."

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED DD 2774 - 01 - 01

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	Mon	101	95.3	2	2

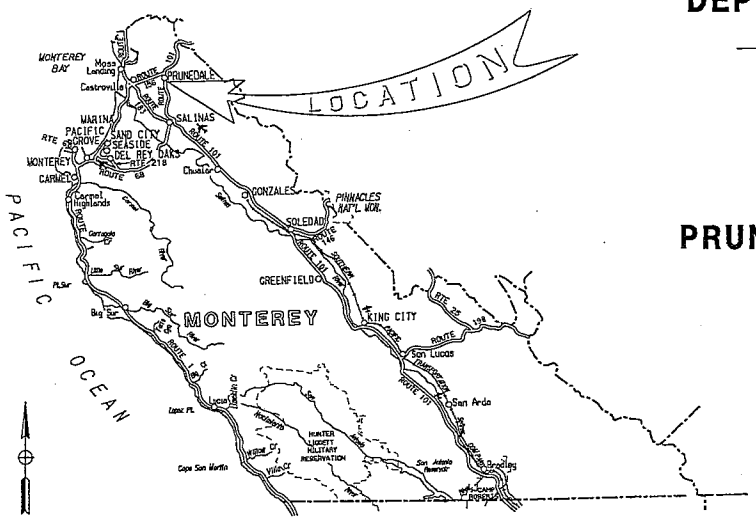
ATTACHMENT 10B

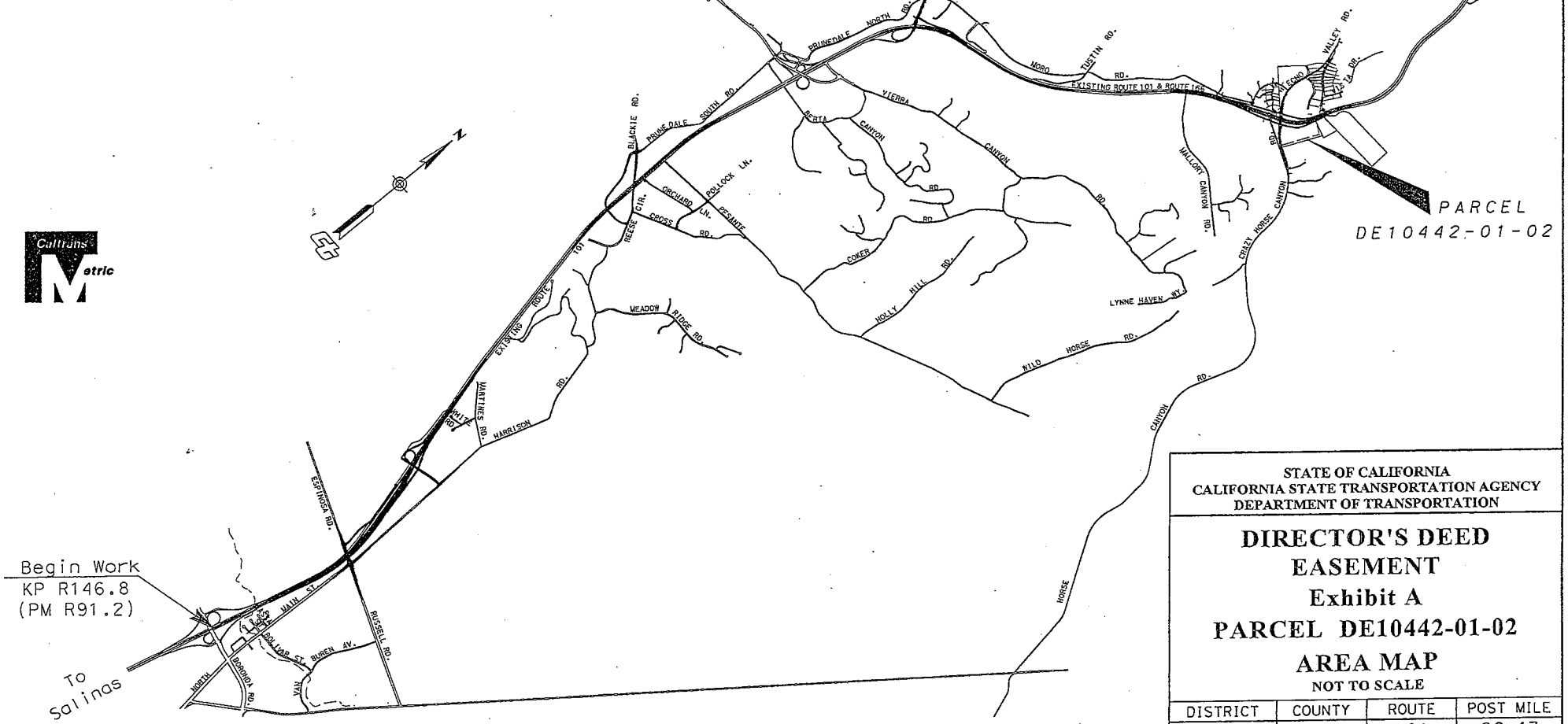
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY
US 101

IN MONTEREY COUNTY
PRUNEDALE IMPROVEMENT PROJECT

Crazy Horse Cyn Rd
KP R146.8 to 161.6
(PM 91.2 to 100.4)
EA 0161E2



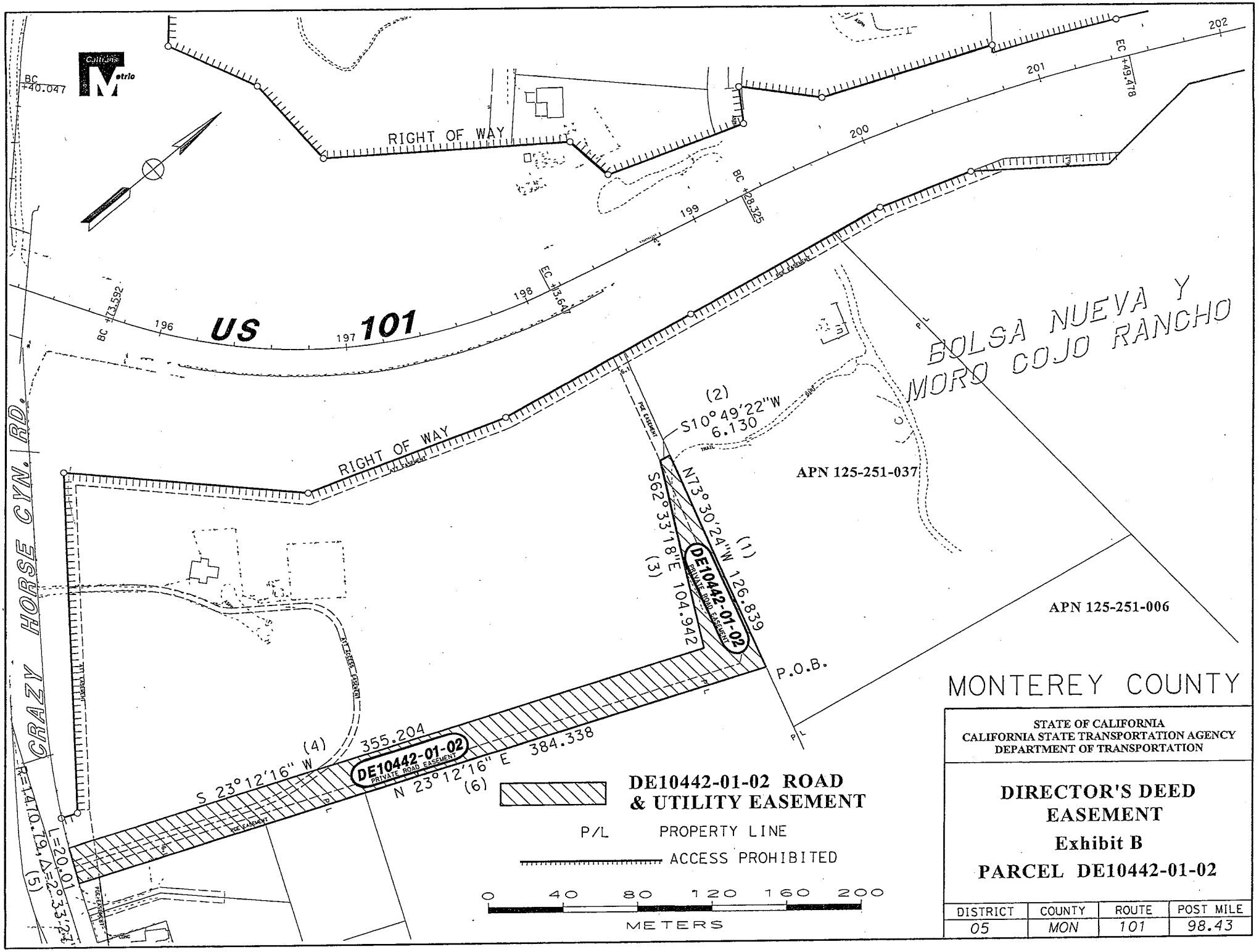


STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

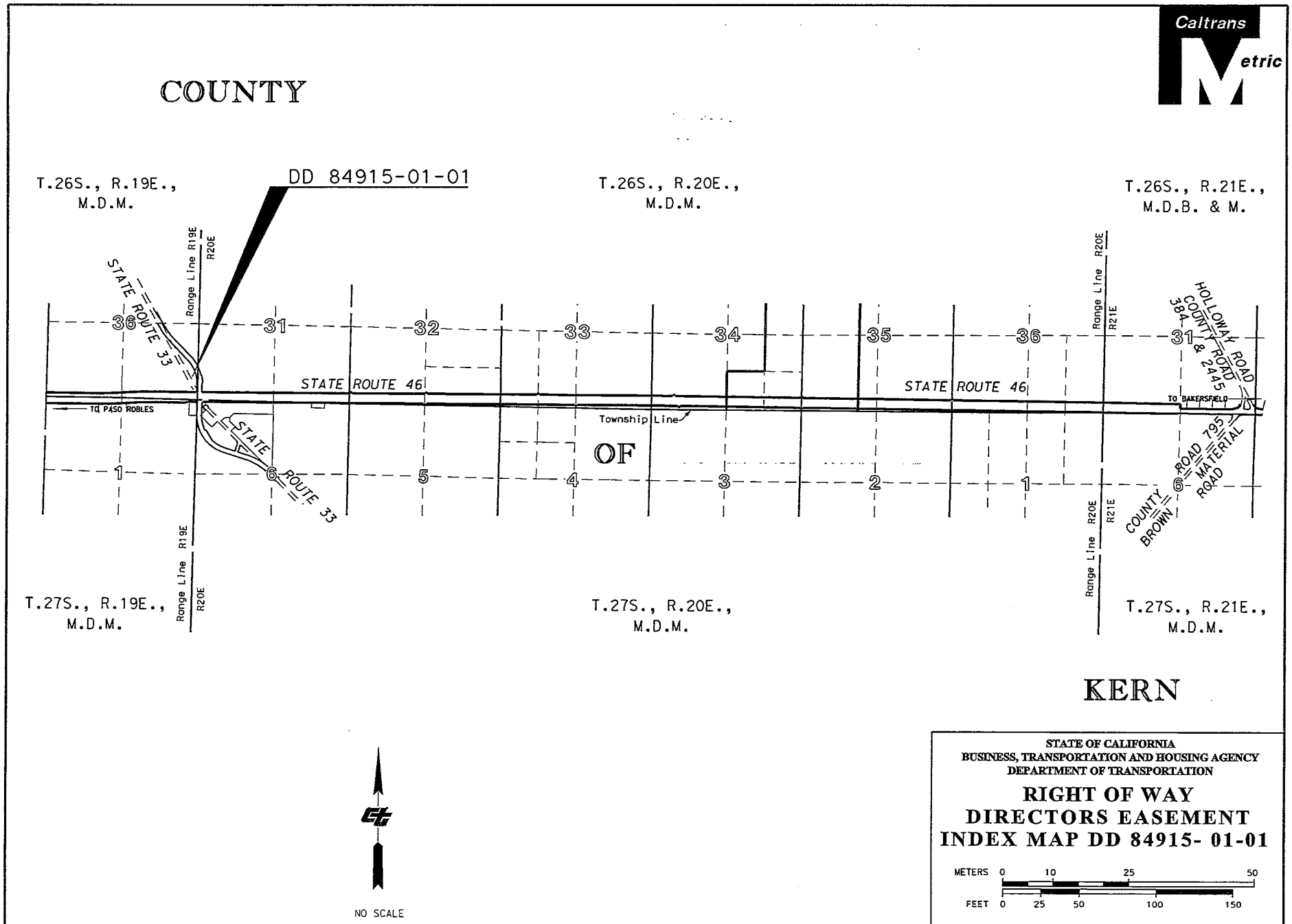
DIRECTOR'S DEED EASEMENT
Exhibit A
PARCEL DE10442-01-02
AREA MAP
NOT TO SCALE

DISTRICT	COUNTY	ROUTE	POST MILE
05	MON	101	98.43

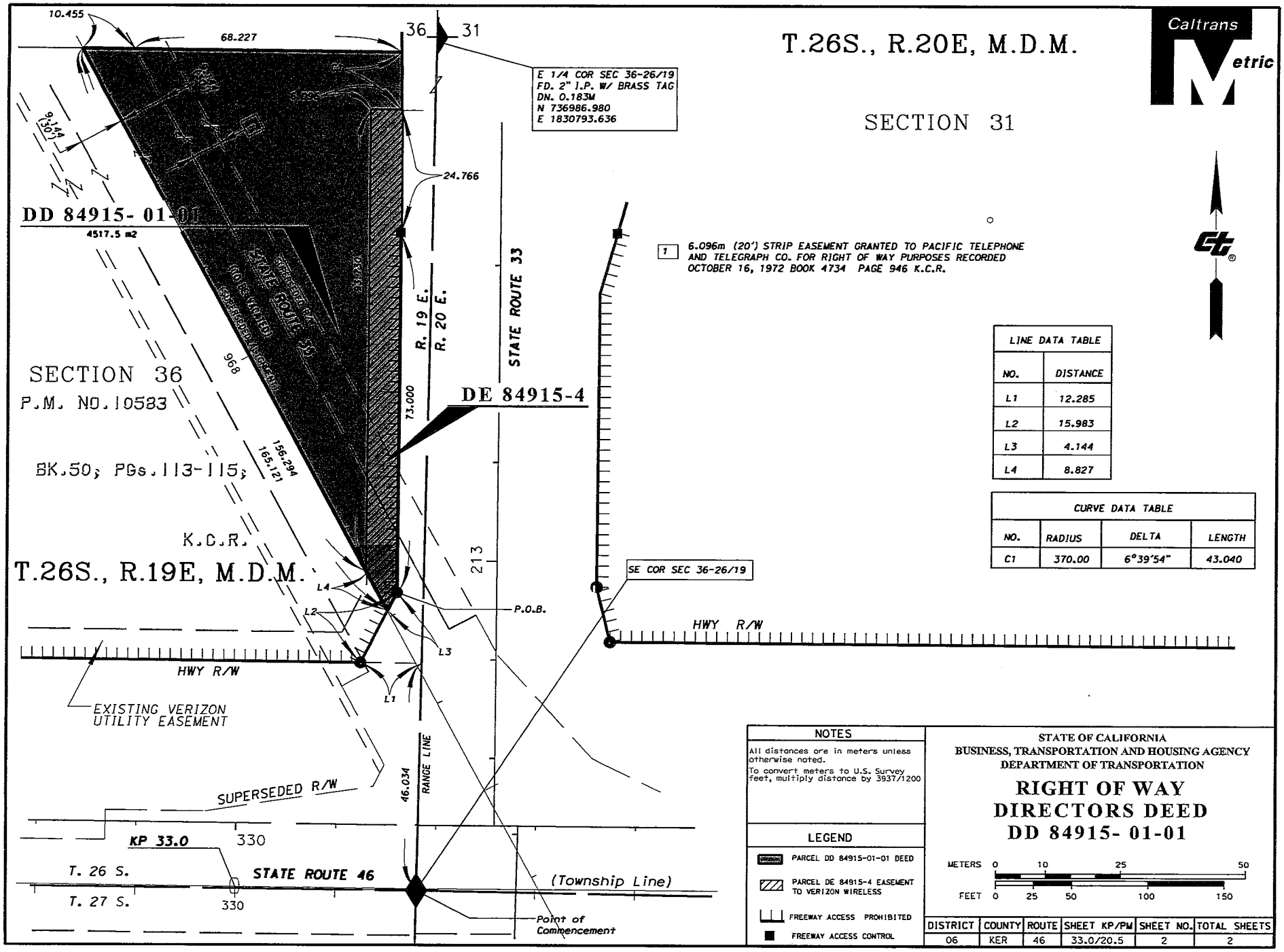
ATTACHMENT 11A



ATTACHMENT 11B



ATTACHMENT 12A

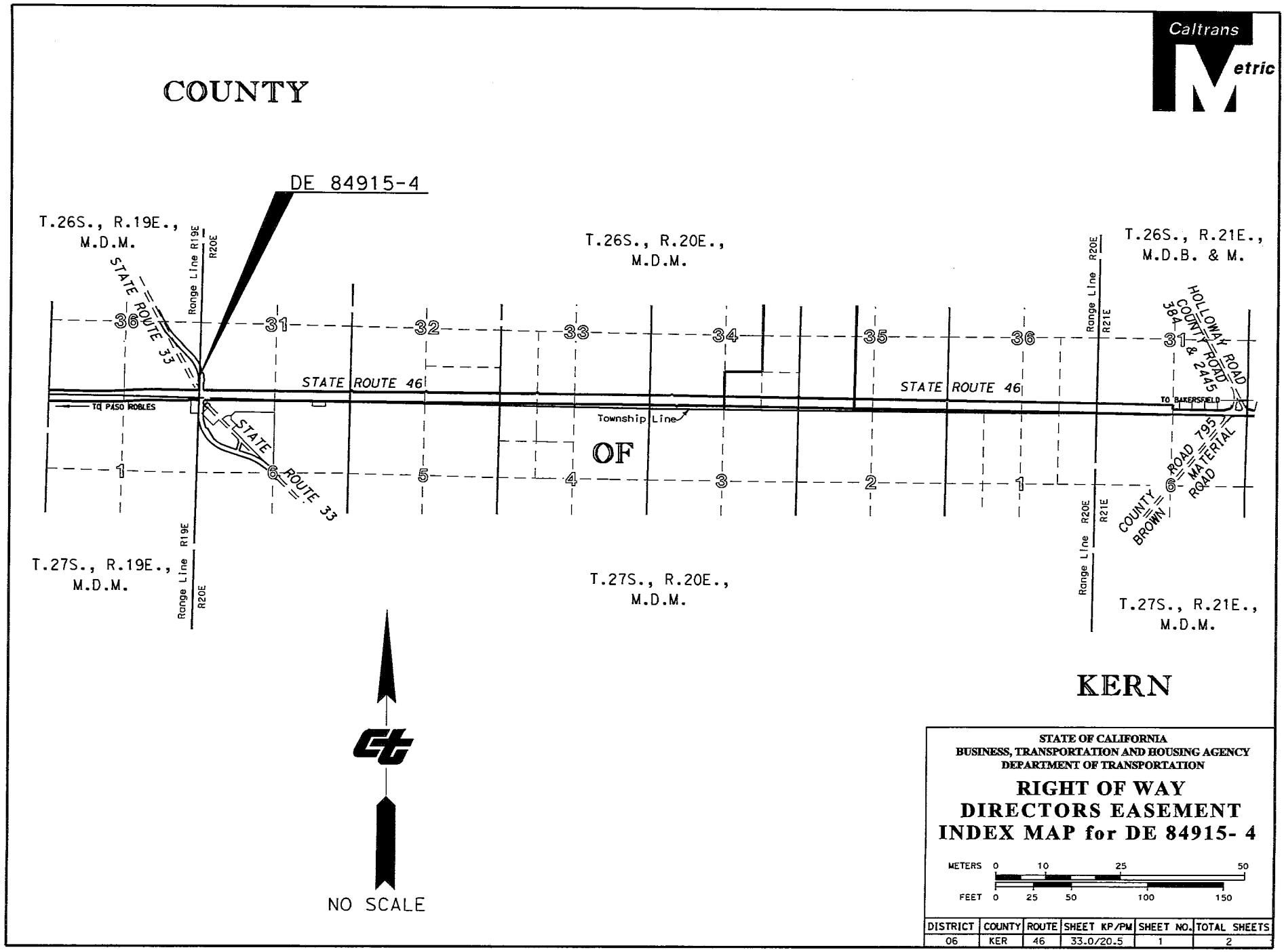


LINE DATA TABLE	
NO.	DISTANCE
L1	12.285
L2	15.983
L3	4.144
L4	8.827

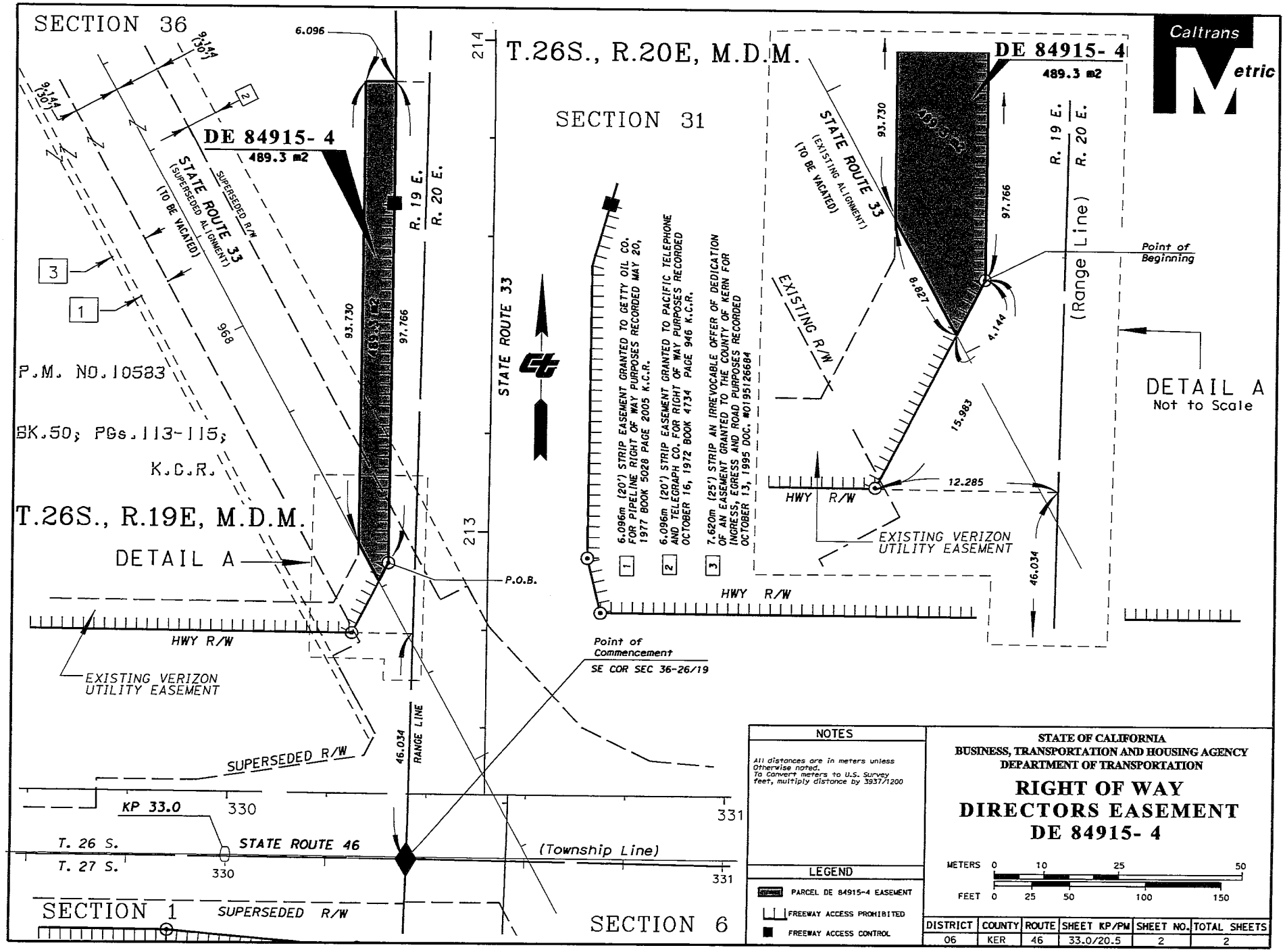
CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	370.00	6°39'54"	43.040

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
06	KER	46	33.0/20.5	2	2

ATTACHMENT 12B



ATTACHMENT 13A



ATTACHMENT 13B

DIST.	COUNTY	ROUTE	POST MILE
08	RIV.	15	45.9

DD4914-01-01

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

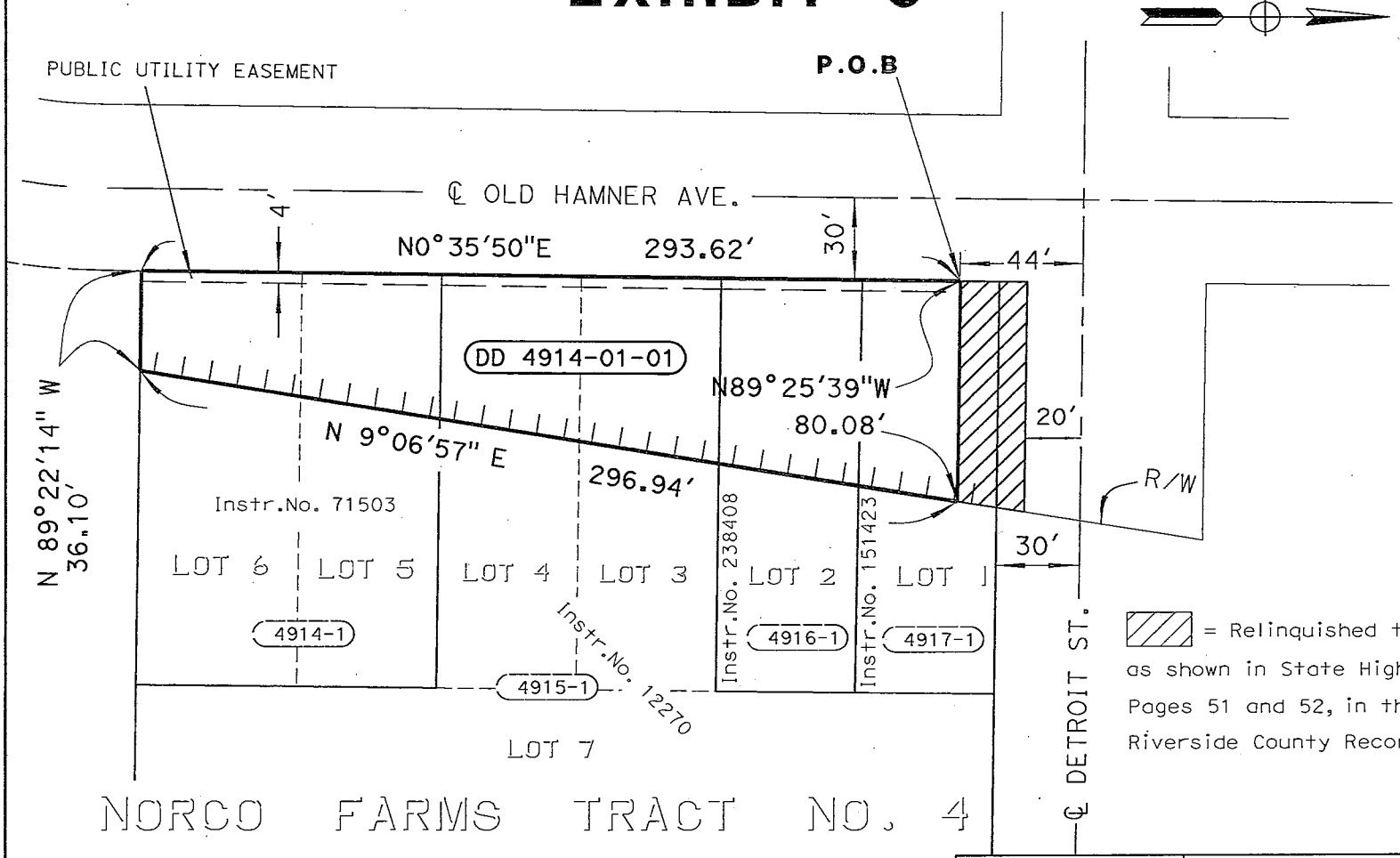
DIRECTOR'S DEED
EXHIBIT "B"

no scale

ATTACHMENT 14A

EXHIBIT C

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.



= Relinquished to City of Norco as shown in State Highway Map Book 10, Pages 51 and 52, in the Office of the Riverside County Recorder.

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED
DD 4914-01-01

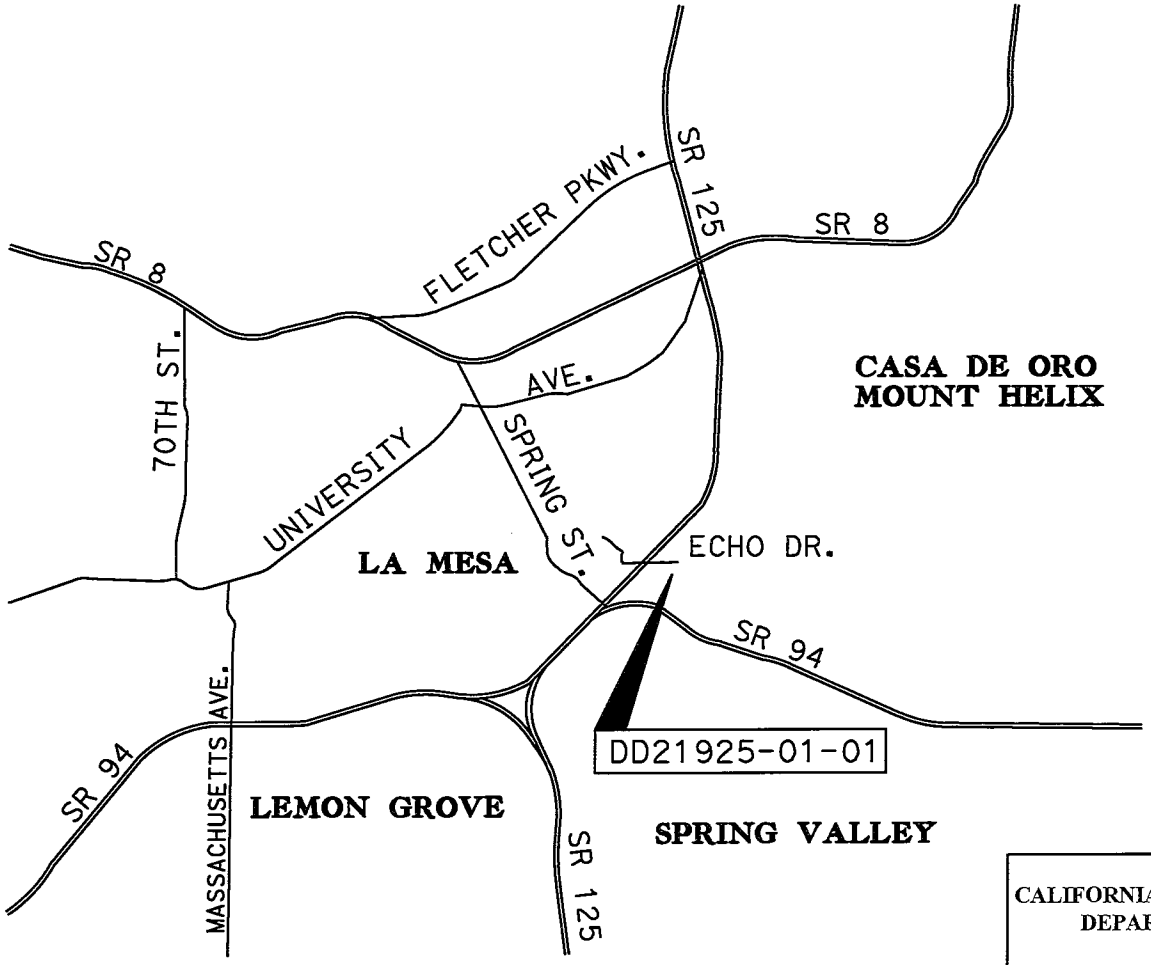
FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	15	45.9	1	1

ATTACHMENT 14B

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.

COUNTY OF SAN DIEGO



SCALE: NONE

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
EXHIBIT "B"
DD21925-01-01

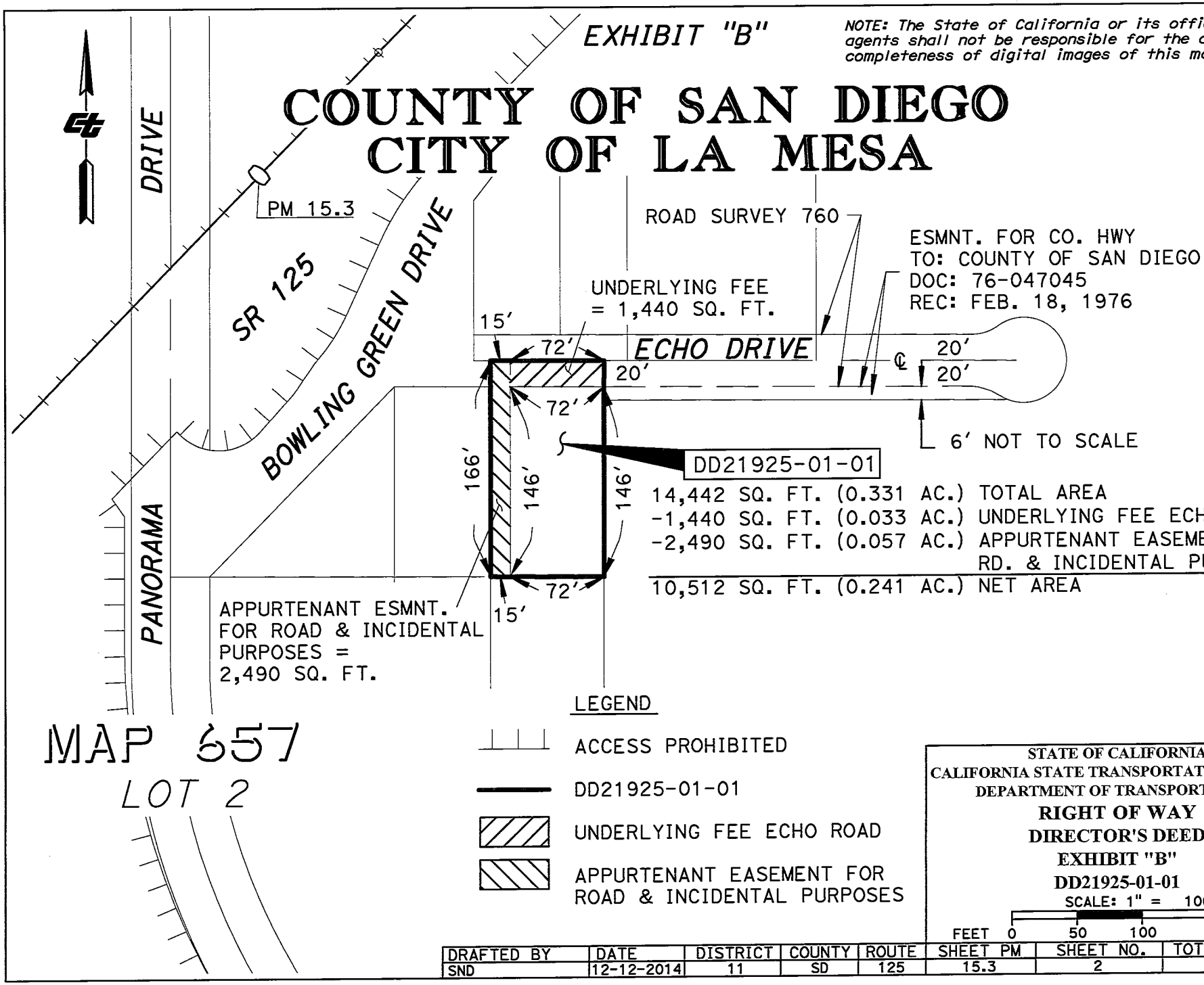
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
SND	12-12-2014	11	SD	125	15.3	1	2

ATTACHMENT 15A

EXHIBIT "B"

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.

COUNTY OF SAN DIEGO
CITY OF LA MESA



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
EXHIBIT "B"
DD21925-01-01

SCALE: 1" = 100'

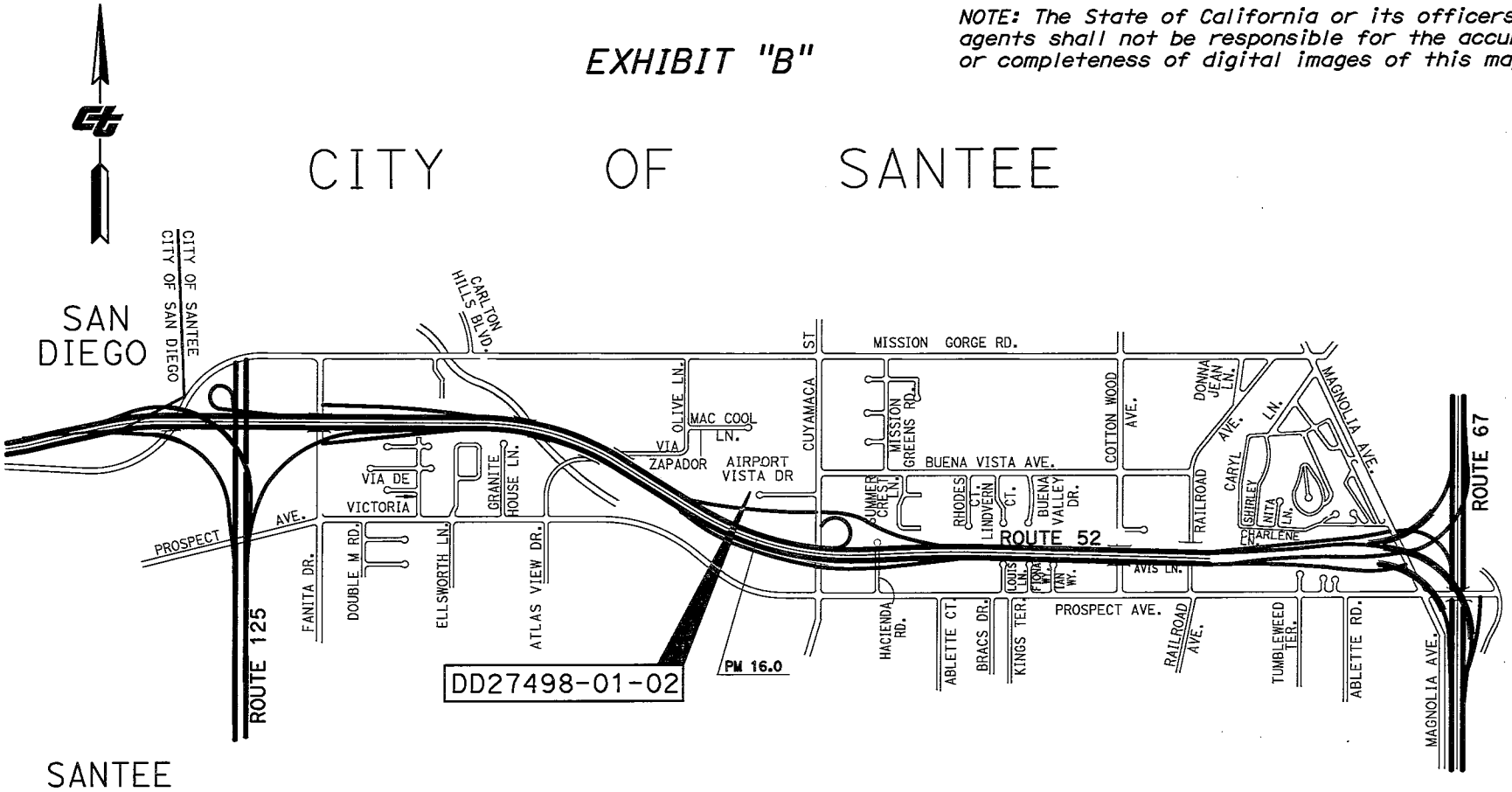
FEET 0 50 100 200

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
SND	12-12-2014	11	SD	125	15.3	2	2

ATTACHMENT 15B

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

EXHIBIT "B"



NOTES
All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD27498-01-02

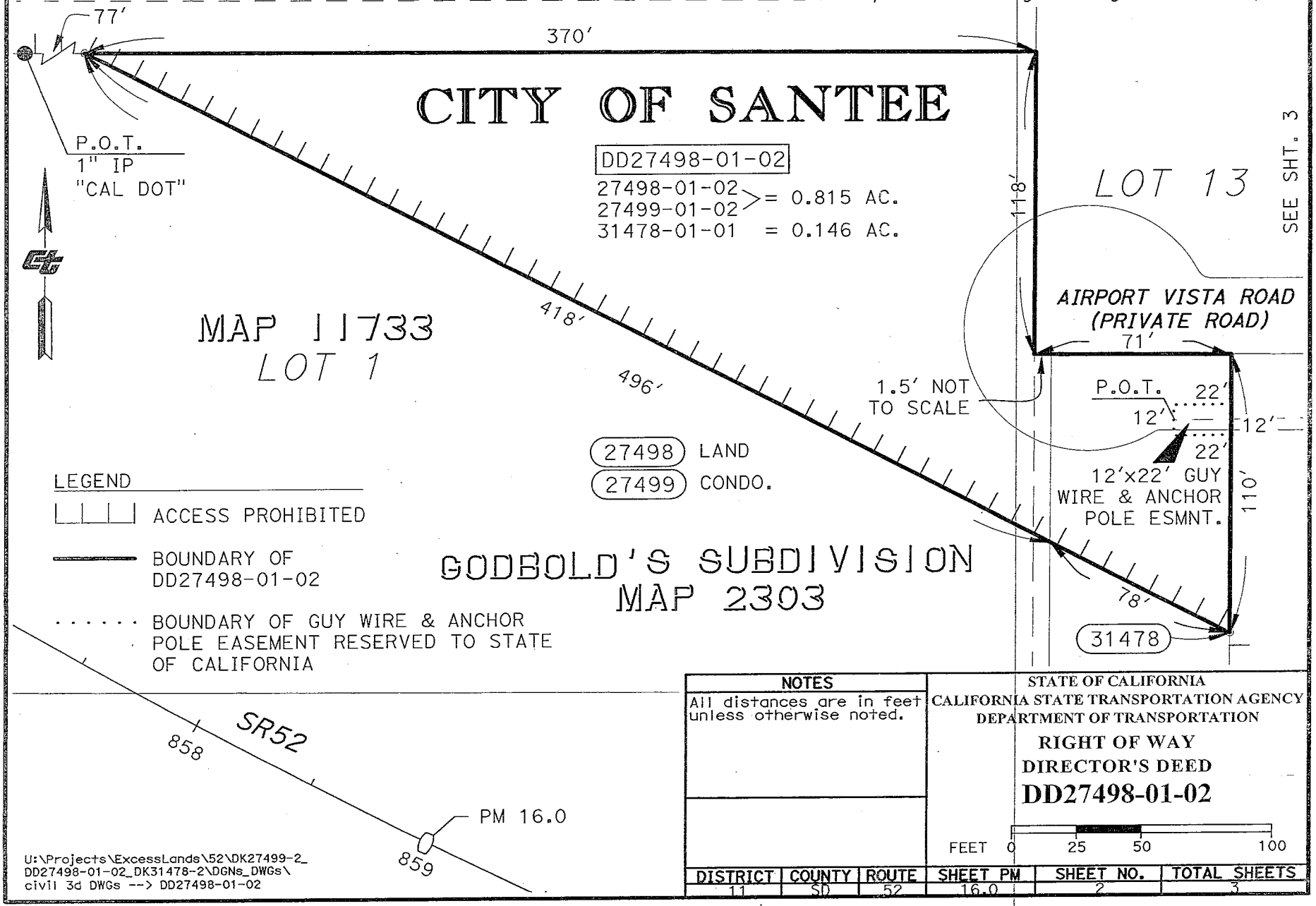
FEET 0 500 1000 2000

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	52	16.0	1	3

ATTACHMENT 16A

EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTES
All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

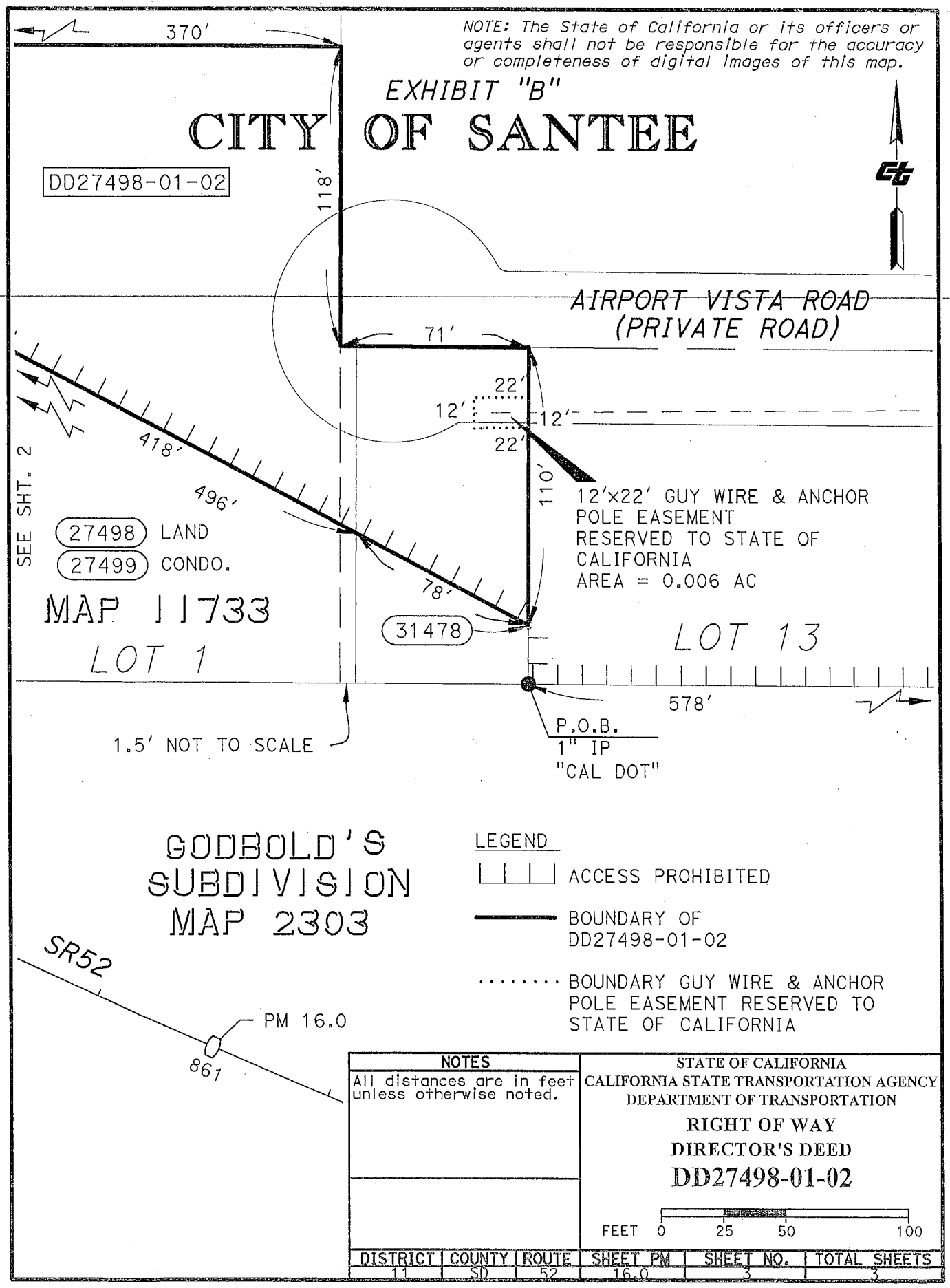
RIGHT OF WAY
DIRECTOR'S DEED
DD27498-01-02

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	52	16.0	2	3

U:\Projects\ExcessLands\52\DK27499-2_
DD27498-01-02_DK31478-2\DGNs_DWGs\
civil 3d DWGs --> DD27498-01-02

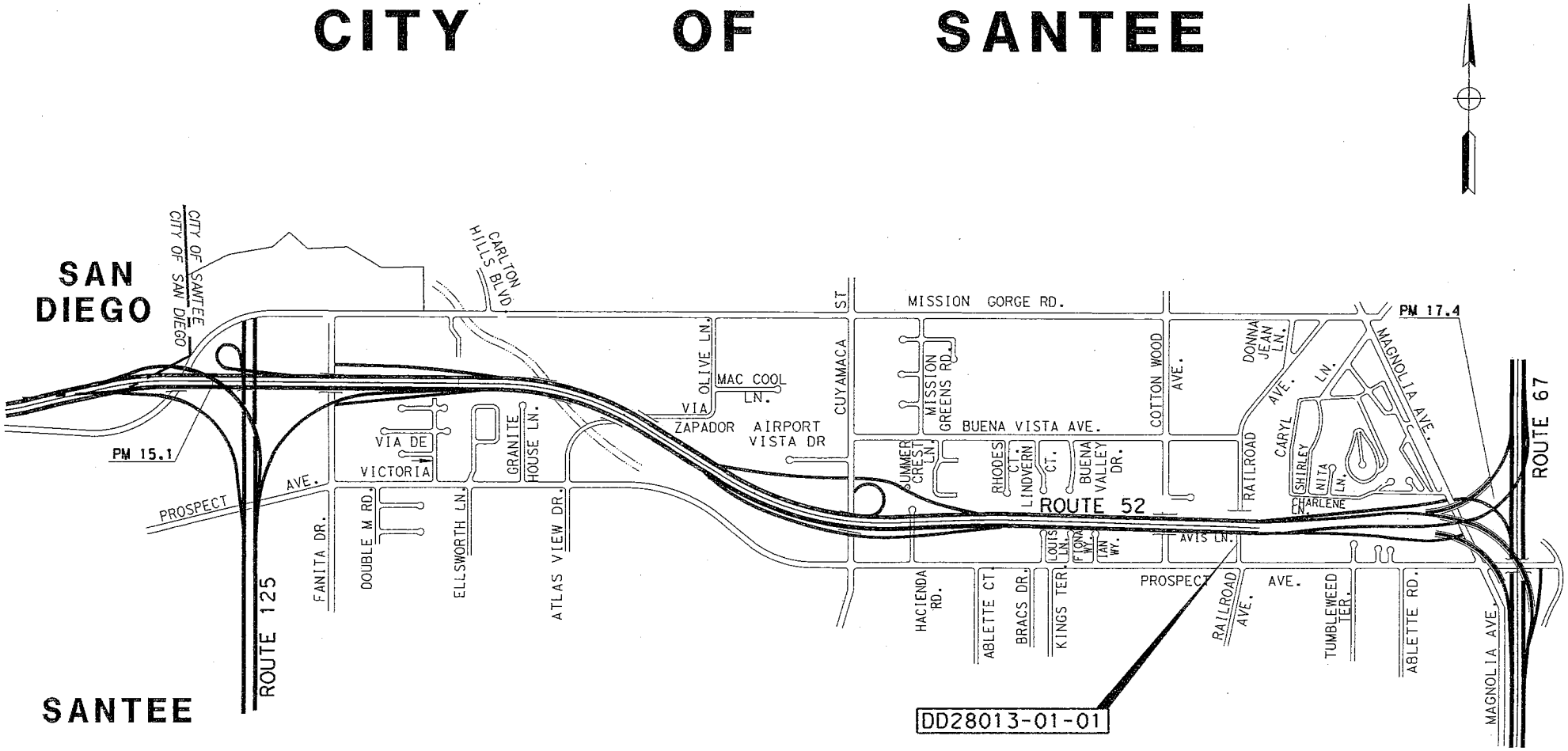
ATTACHMENT 16B



ATTACHMENT 16C

EXHIBIT "B"

CITY OF SANTEE



ATTACHMENT 17A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

DIRECTOR'S DEED MAP
DD28013-01-01

RIGHT OF WAY MAP NO. Por. 47526.1Km

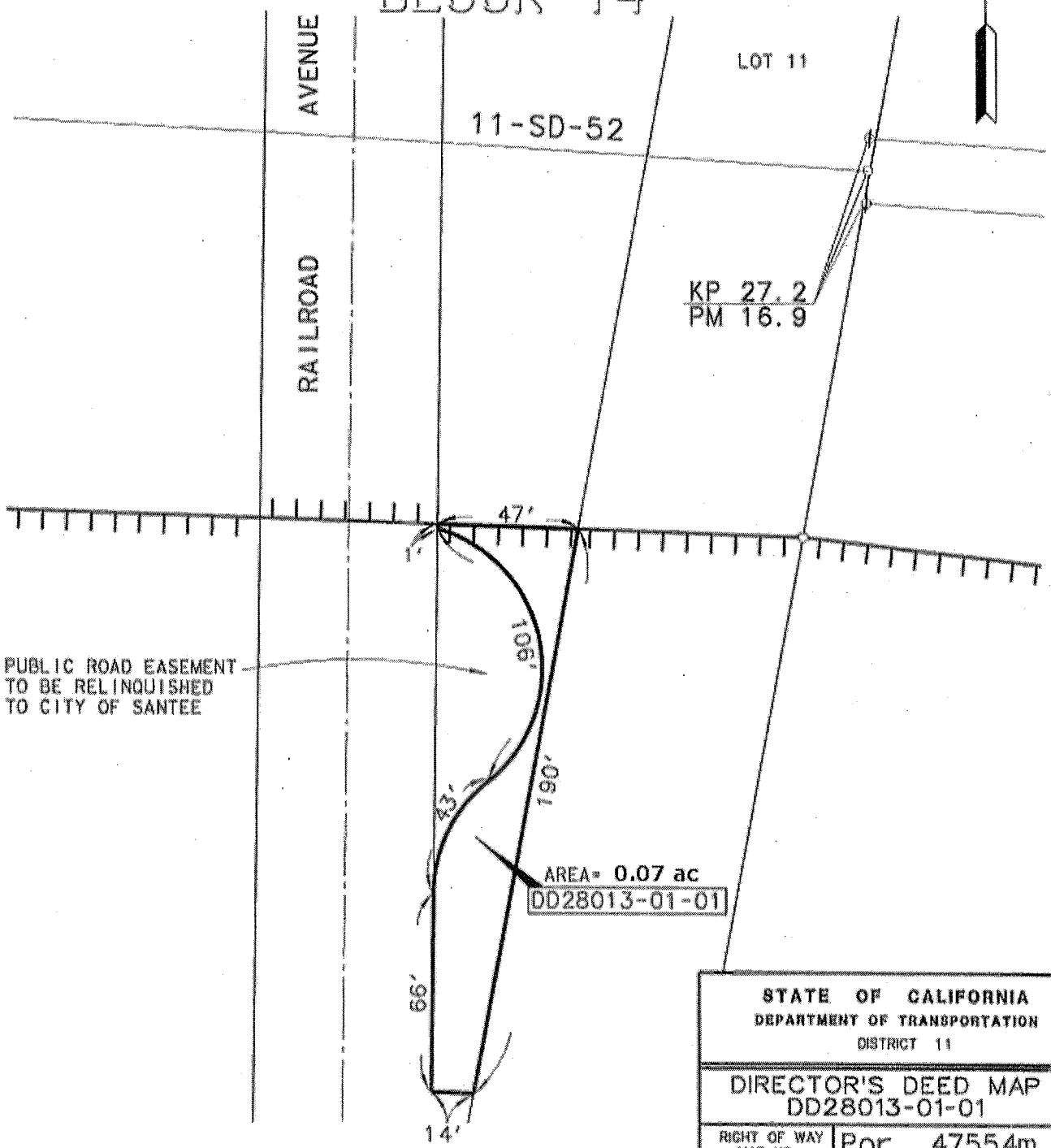
COUNTY	ROUTE	KP/PM	SCALE
SD	52	27.2/16.9	NONE
			SHEET 1 OF 2

E.A. 010622

EXHIBIT "B"

CITY OF SANTEE

SUBDIVISION OF LOTS H & O
RANCHO EL CAJON
MAP 817
BLOCK 14



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

DIRECTOR'S DEED MAP
DD28013-01-01

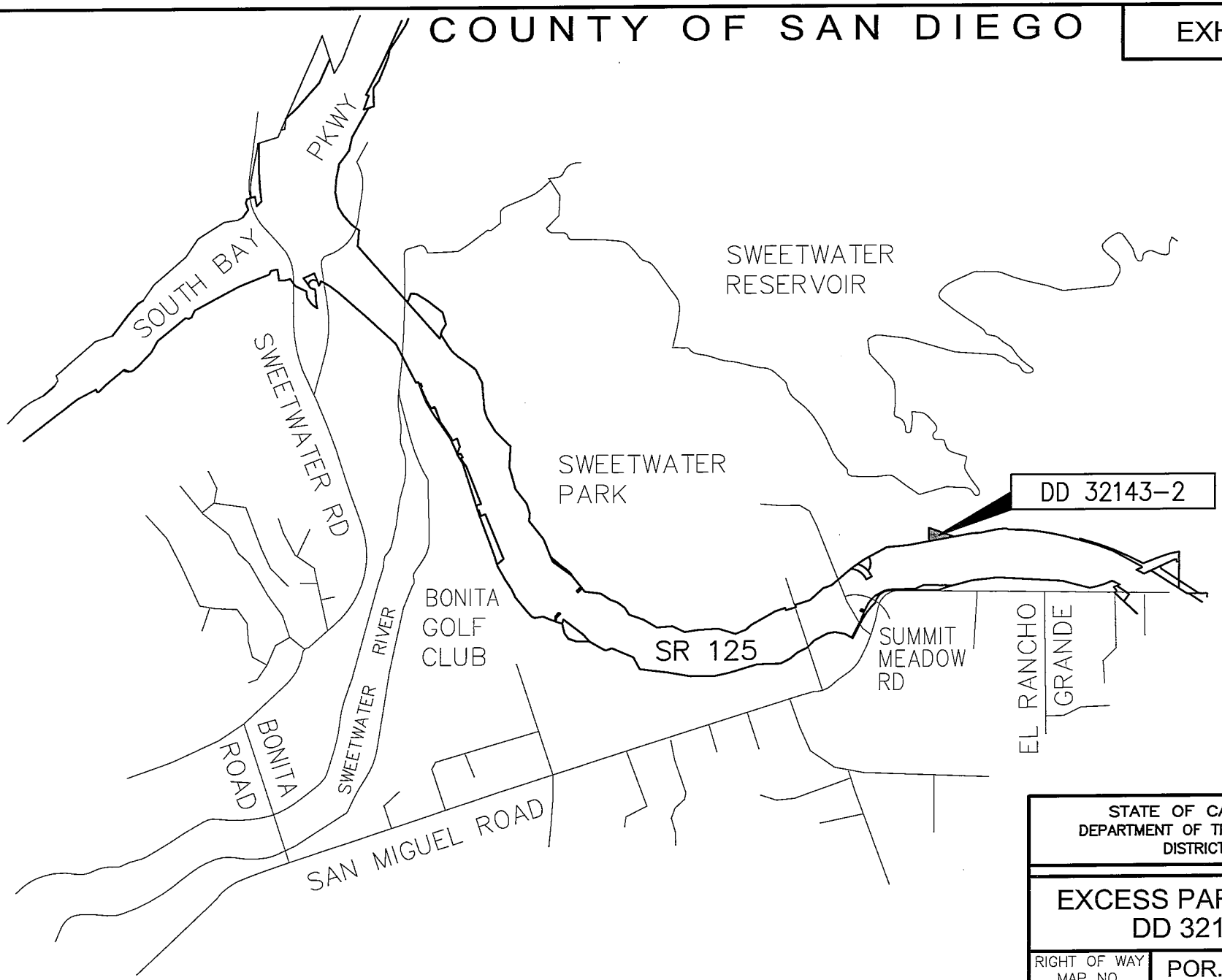
RIGHT OF WAY MAP NO.	Por. 47554m		
COUNTY	ROUTE	KP/PM	SCALE
SD	52	27.2/16.9	NONE
			SHEET 2 OF 2

E.A. 010622

ATTACHMENT 17B

COUNTY OF SAN DIEGO

EXHIBIT "B"



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32143-2

RIGHT OF WAY MAP NO.	POR. CLO 52040m		
COUNTY	ROUTE	KP/PM	SCALE
SD	125	17.3/10.7	NO SCALE
			SHEET 1 OF 2

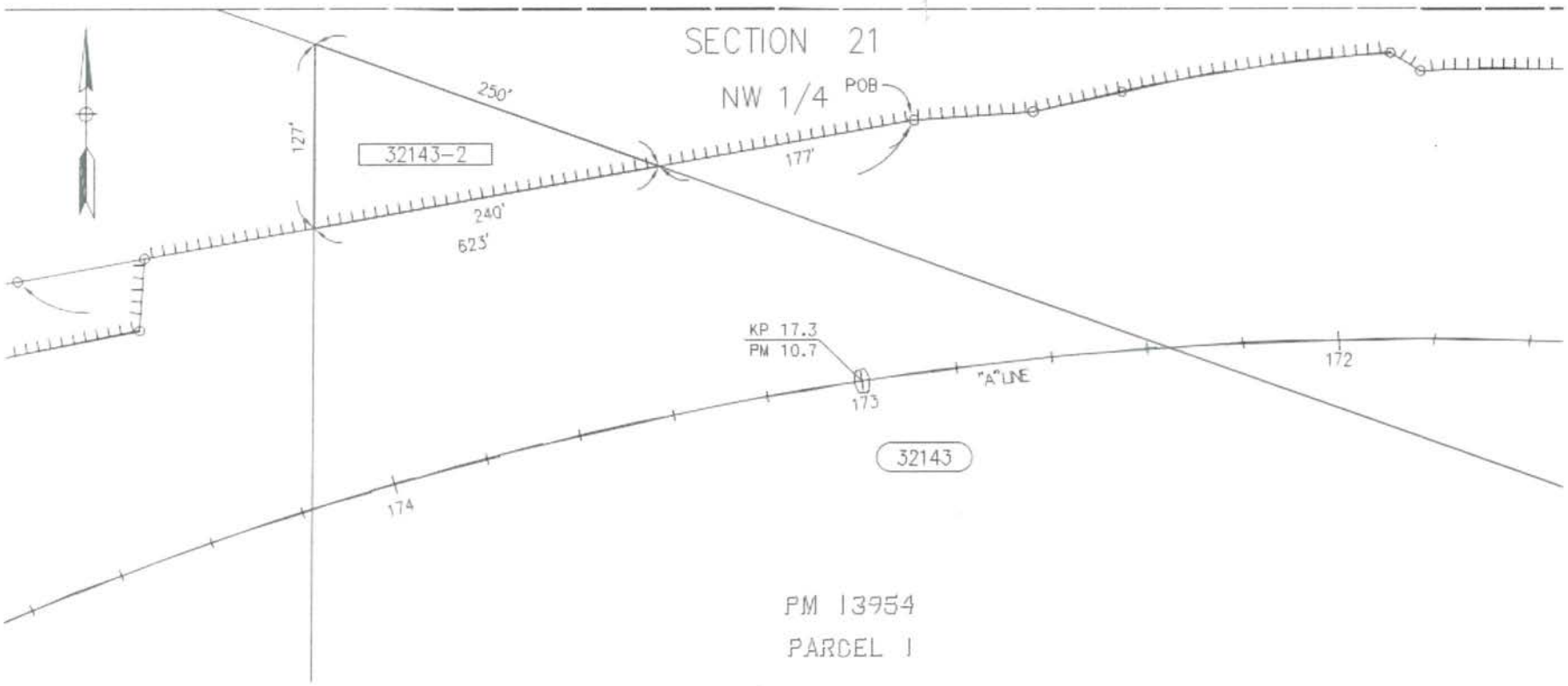
E.A. 003002

ATTACHMENT 18A

COUNTY OF SAN DIEGO

EXHIBIT "B"

T. 17 S., R. 1 W. S.B.M.



AREA CALCULATIONS

32143-2 = 0.34 ac

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32143-2

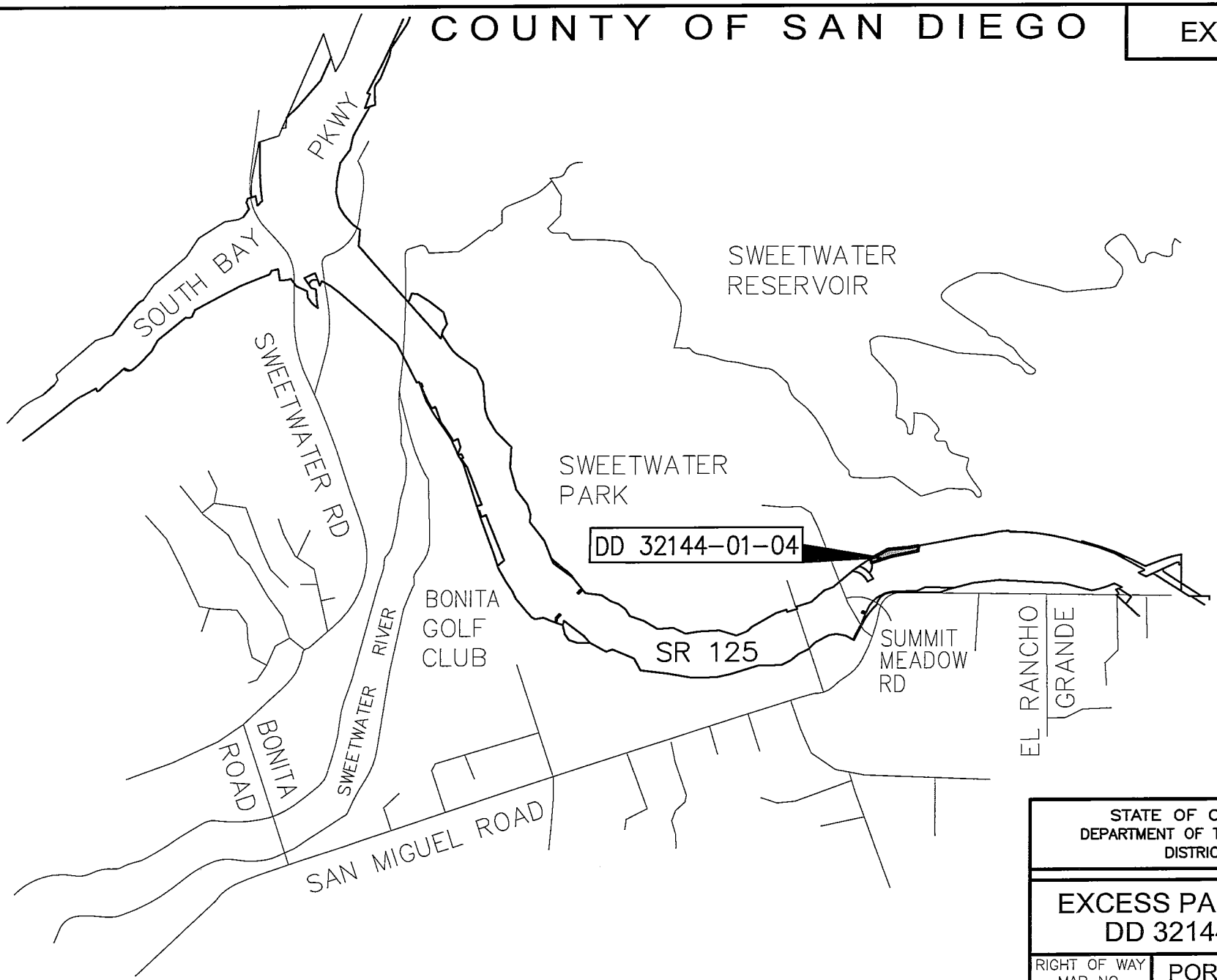
RIGHT OF WAY MAP NO.		POR. CLO 52040m	
COUNTY	ROUTE	KP/PM	SCALE
SD	125	17.3/10.7	NO SCALE
			SHEET 2 OF 2

E.A. 003002

ATTACHMENT 18B

COUNTY OF SAN DIEGO

EXHIBIT "B"



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32144-01-04

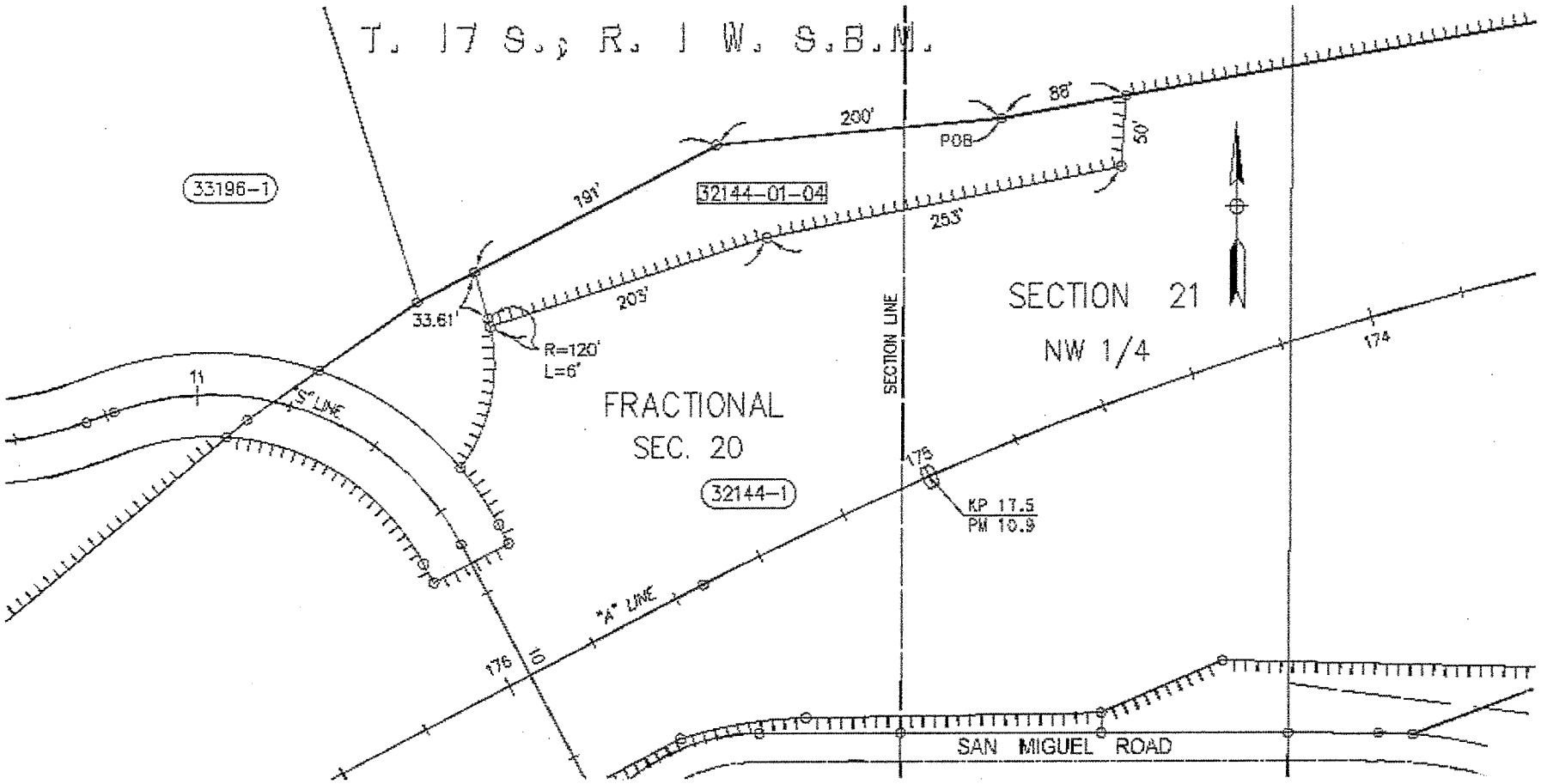
RIGHT OF WAY MAP NO.	POR. CLO 52042m		
COUNTY	ROUTE	KP/PM	SCALE
SD	125	17.5/10.9	NO SCALE
			SHEET 1 OF 2

E.A. 003002

ATTACHMENT 19A

COUNTY OF SAN DIEGO

EXHIBIT "B"



AREA CALCULATIONS

DD32144-01-04 = 0.60 ac

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32144-01-04

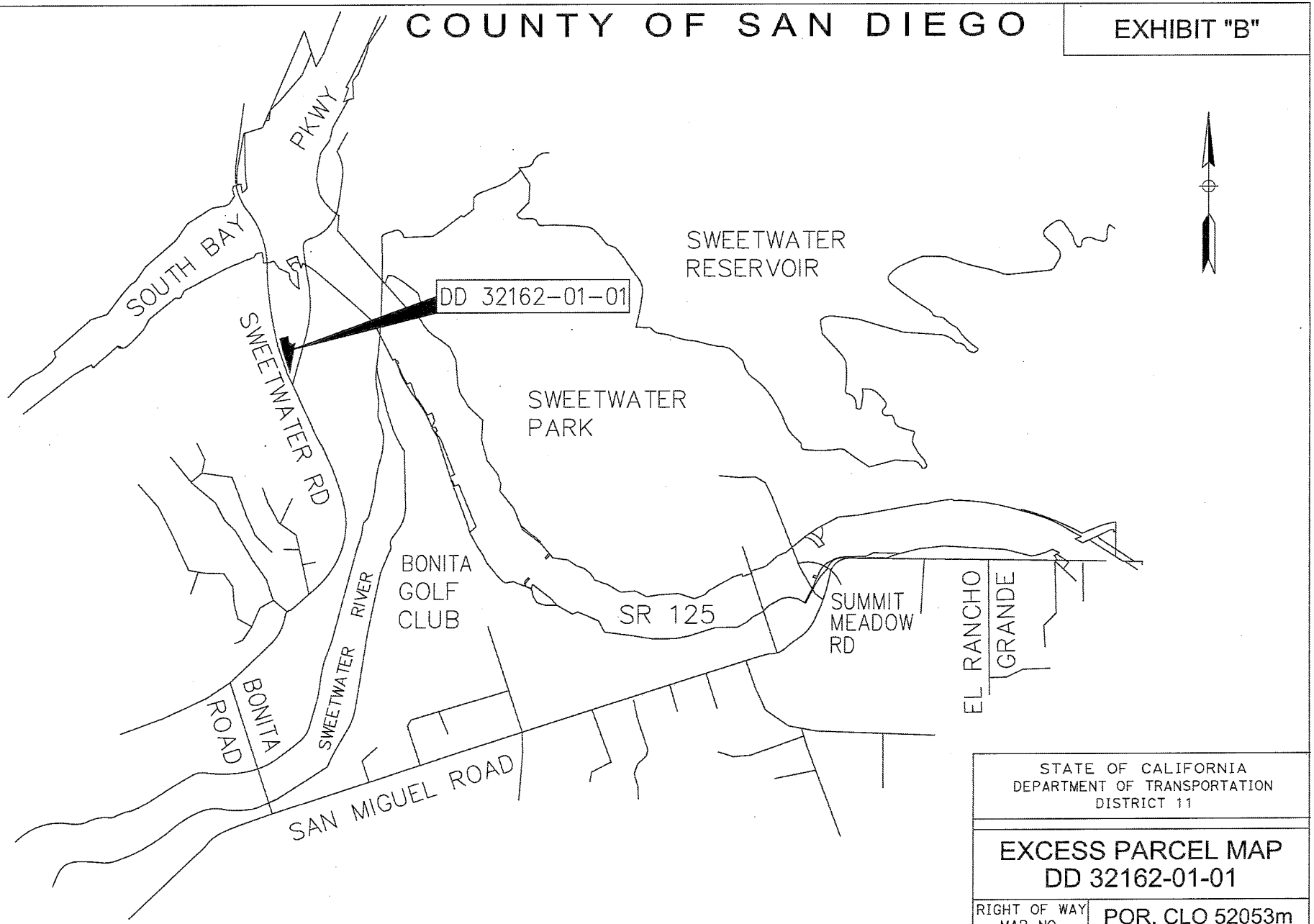
RIGHT OF WAY MAP NO.		POR. CLO 52042m	
COUNTY	ROUTE	KP/PM	SCALE
SD	125	17.5/10.9	NO SCALE
			SHEET 2 OF 2

E.A. 003002

ATTACHMENT 19B

COUNTY OF SAN DIEGO

EXHIBIT "B"



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32162-01-01

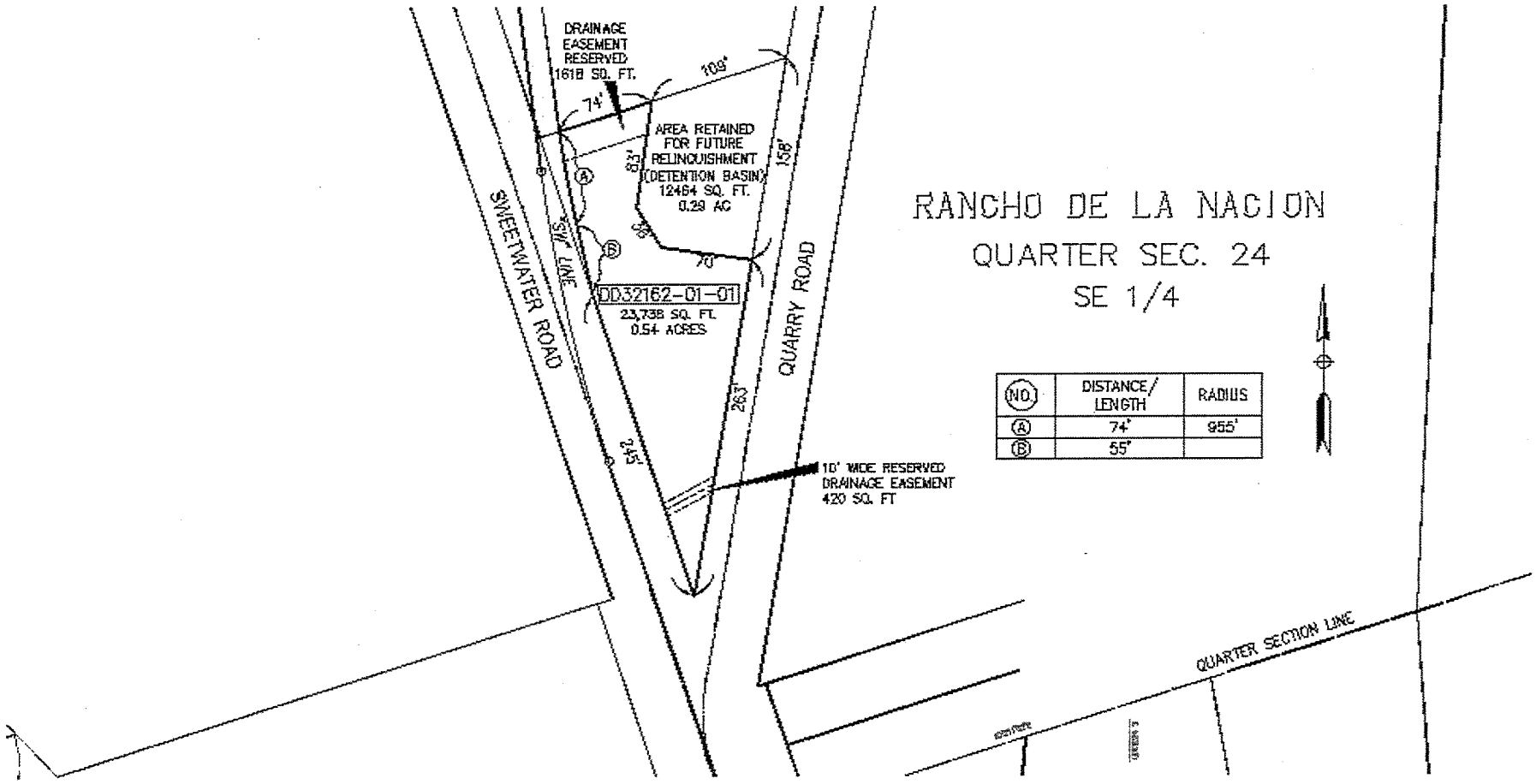
RIGHT OF WAY MAP NO.		POR. CLO 52053m	
COUNTY	ROUTE	KP/PM	SCALE
SD	125	19.7/12.2	NO SCALE
			SHEET 1 OF 2

E.A. 003002

ATTACHMENT 20A

COUNTY OF SAN DIEGO

EXHIBIT "B"



NO.	DISTANCE/ LENGTH	RADIUS
A	74'	955'
B	55'	

AREA CALCULATIONS

32162-01-01 = 0.54 ac

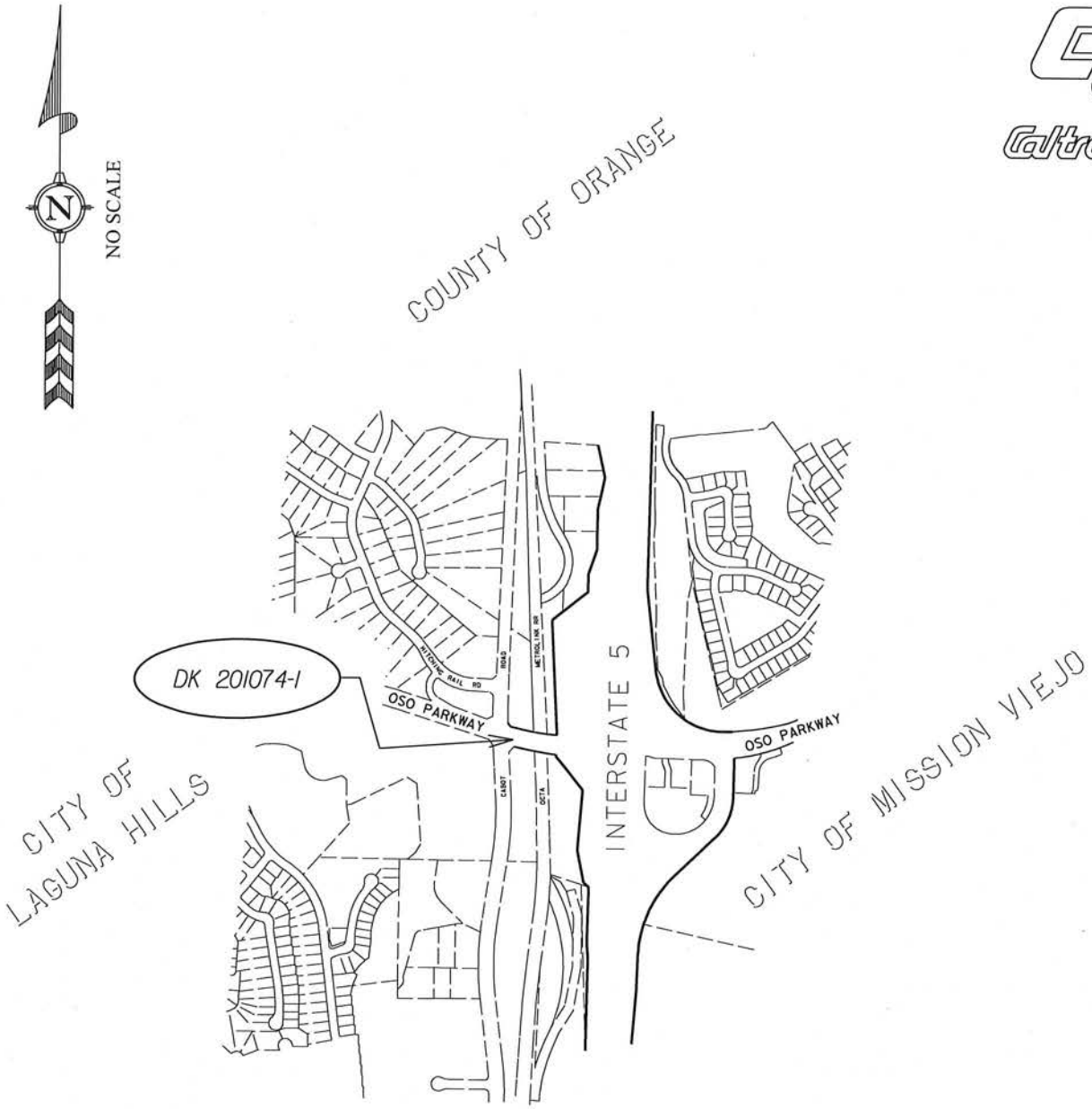
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD 32162-01-01

RIGHT OF WAY MAP NO.		POR. CLO 52053m	
COUNTY	ROUTE	KP/PM	SCALE
SD	125	19.7/12.2	NO SCALE
			SHEET 2 OF 2

E.A. 003002

ATTACHMENT 20B



Caltrans

DO NOT RECORD - CTC EXHIBIT ONLY

PROFESSIONAL LAND SURVEYOR
TODD T. ARITA
EXP 12/31/14
NO. 7218
STATE OF CALIFORNIA

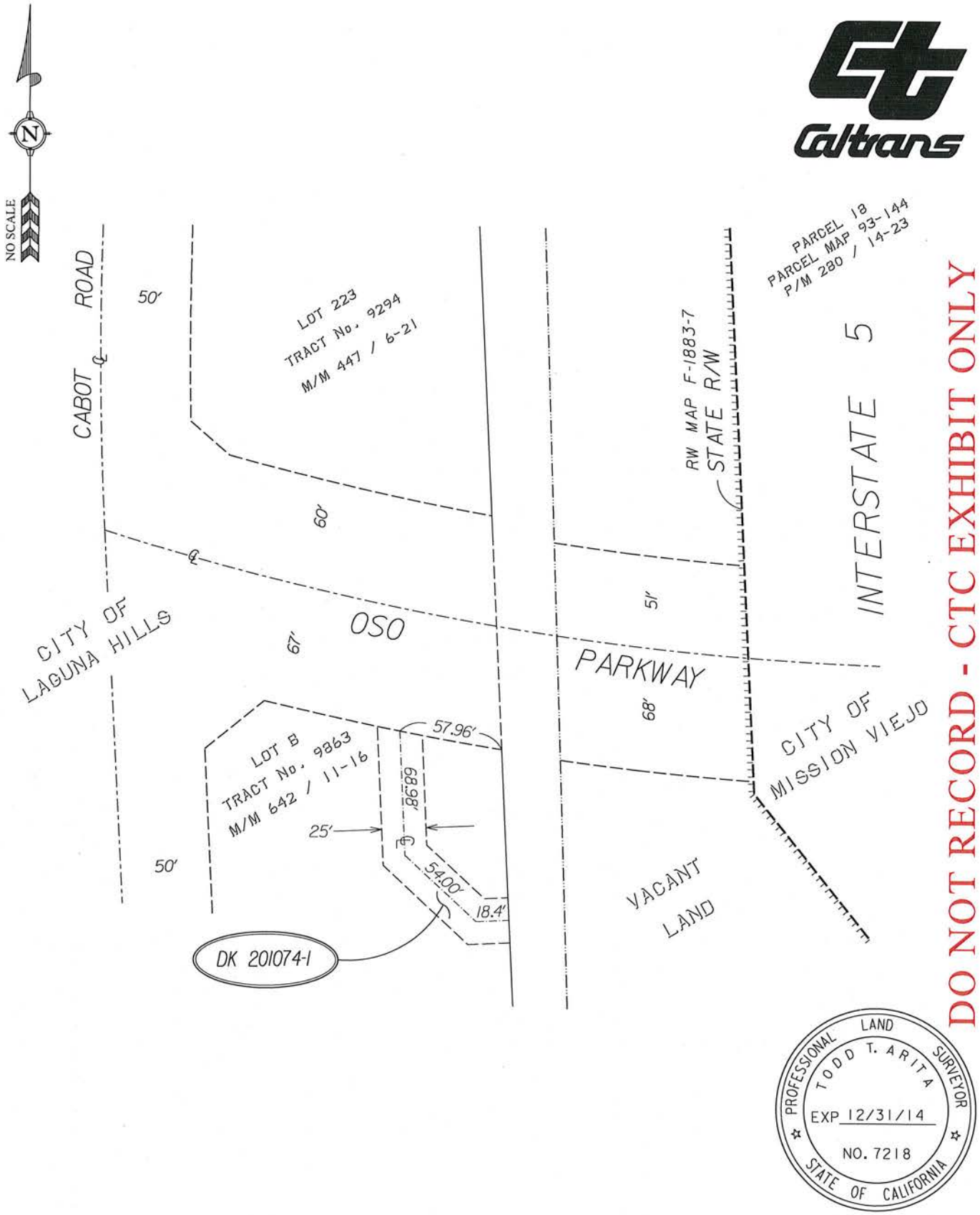
VICINITY MAP

STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PARCEL DK 201074-1 DIRECTOR'S DEED	"C.T.C." - EXHIBIT ONLY PAGE 1 OF 2	SCALE: NO SCALE DRAWN: T.A. CHECKED: R.R. DATE: SEPT/2014	DISTRICT: 12 COUNTY: ORA RTE: 5 P.M.: 15.3

V8 Directors Deed EXHBIT A.dgn 9/25/2014 1:17:09 PM

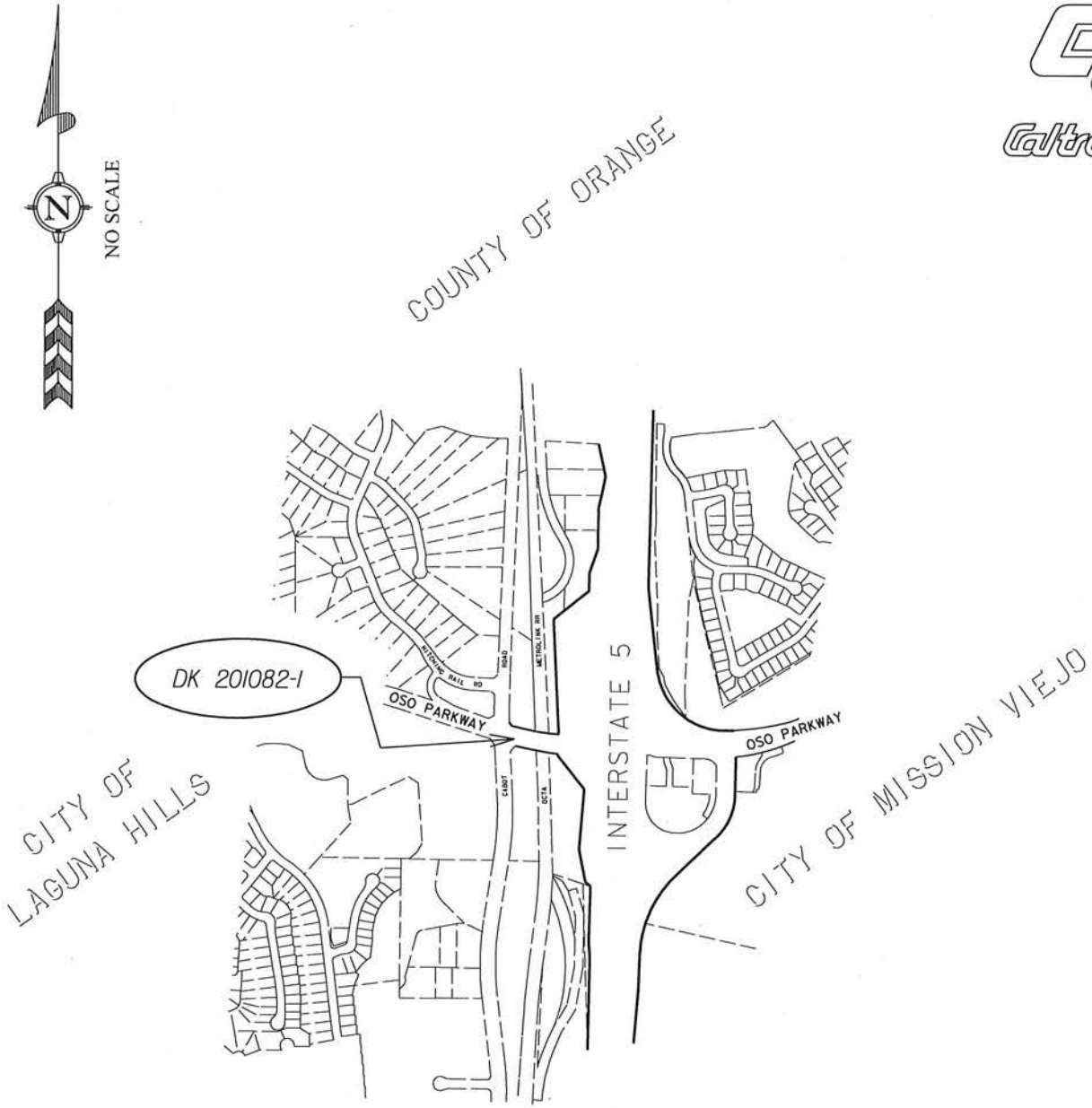
ATTACHMENT 21A



STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PARCEL DK 201074-1 DIRECTOR'S DEED	"C.T.C." - EXHIBIT ONLY PAGE 2 OF 2	SCALE: NO SCALE DRAWN: T.A. CHECKED: R.R. DATE: SEPT/2014	DISTRICT: 12 COUNTY: ORA RTE: 5 P.M.: 15.3

ATTACHMENT 21B



Caltrans

DO NOT RECORD - CTC EXHIBIT ONLY

PROFESSIONAL LAND SURVEYOR
TODD T. ARITA
EXP 12/31/14
NO. 7218
STATE OF CALIFORNIA

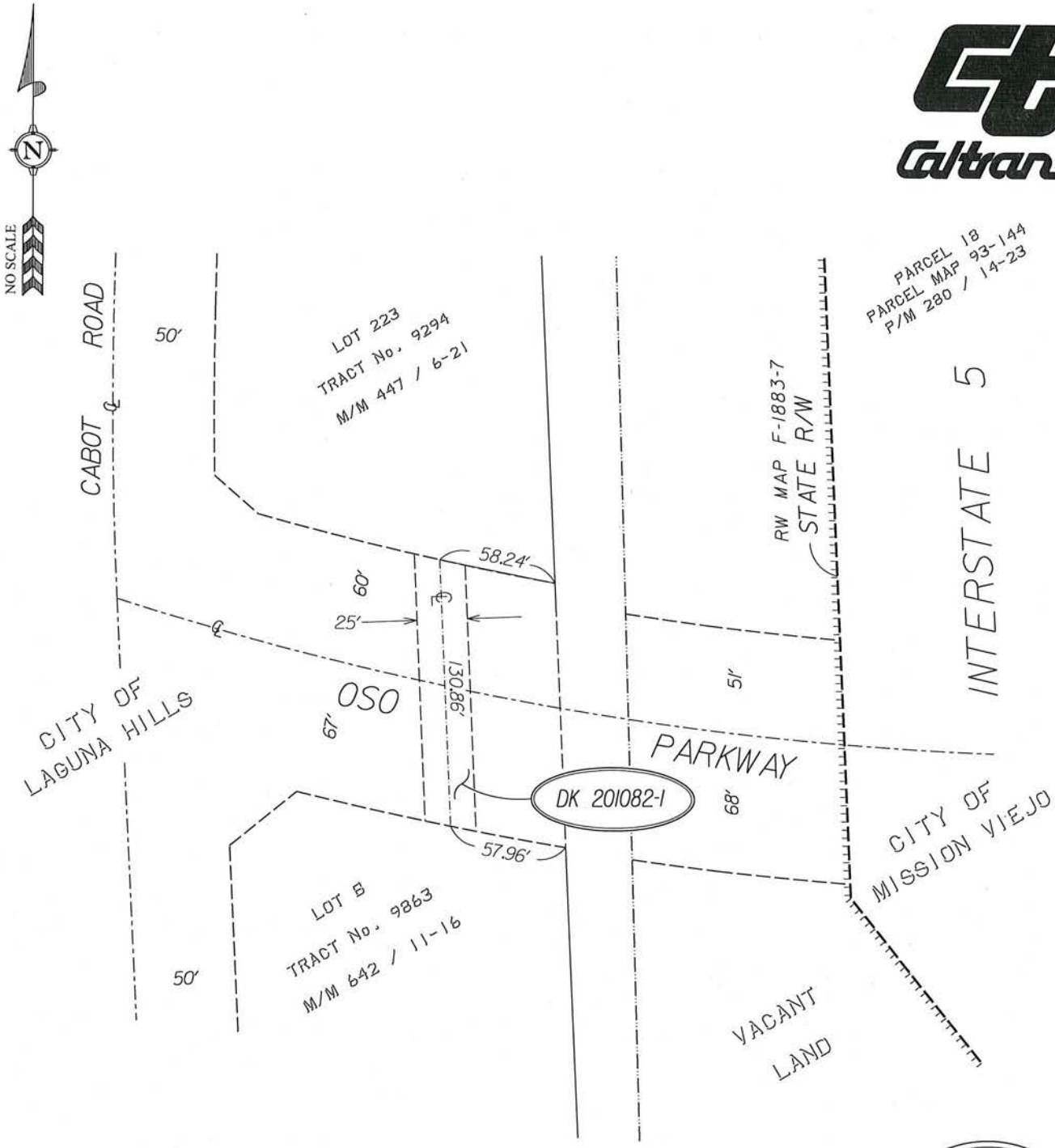
VICINITY MAP

STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PARCEL DK 201082-1 DIRECTOR'S DEED	"C.T.C." - EXHIBIT ONLY PAGE 1 OF 2	SCALE: NO SCALE DRAWN: T.A. CHECKED: R.R. DATE: SEPT/2014	DISTRICT: 12 COUNTY: ORA RTE: 5 P.M.: 15.3

V8 Directors Deed EXHBIT A.dgn 9/25/2014 1:19:16 PM

ATTACHMENT 22A



DO NOT RECORD - CTC EXHIBIT ONLY

PROFESSIONAL LAND SURVEYOR
TODD T. ARITA
EXP 12/31/14
NO. 7218
STATE OF CALIFORNIA

STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PARCEL DK 201082-1 DIRECTOR'S DEED	"C.T.C." - EXHIBIT ONLY PAGE 2 OF 2	SCALE: NO SCALE DRAWN: T.A. CHECKED: R.R. DATE: SEPT/2014	DISTRICT: 12 COUNTY: ORA RTE: 5 P.M.: 15.3

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(5a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLYADMINISTERED TRADE CORRIDOR IMPROVEMENT FUNDS PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-AA-1516-01, AMENDING RESOLUTION TCIF-AA-1213-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-AA-1213-07 to de-allocate an additional $30,160,000 in Trade Corridor Improvement Funds (TCIF) for Project 15, San Gabriel Valley Grade Separation Program –Trench Project Phase II (PPNO TC15) in Los Angeles County, reducing the current TCIF allocation of $263,938,000 to $233,778,000, to reflect contract award savings.

BACKGROUND:

On January 8, 2013, the Commission decreased the allocation by $68,662,000 to $263,938,000 under resolution TCIF-AA-1213-07 to reflect contract award savings in TCIF funds. Now, the contract has been awarded with additional savings of $30,160,000 in TCIF funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the amended allocation of $263,938,000 for the Trade Corridor Improvement Fund (104-6056) currently allocated under Resolution TCIF-AA-1213-07 for the San Gabriel Valley Grade Separation Program –Trench Project Phase II (PPNO TC15) in Los Angeles County, is hereby amended by $30,160,000, reducing the TCIF financial allocation from $263,938,000 to $233,778,000, in accordance with the attached revised 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a)	**Allocation Amendment - Proposition 1B - TCIF Projects**			**Resolution TCIF-AA-1516-01** Amending Resolution TCIF-AA-1213-07
1 ~~$263,938,000~~ **$233,778,000** Alameda Corridor-East Construction Authority SCAG 07-Los Angeles	**San Gabriel Valley Grade Separation** . TCIF Project 15 Phase Two. Perform fiber optic relocation and Sprint and Level 3 fiber optic communication lines will be relocated along the full 2.2 miles of the San Gabriel Trench project. In eastern Los Angeles County, the 2.2-mile San Gabriel Trench grade separation project will lower 1.4-mile section of UPRR railroad track in trench along the Alhambra Subdivision with bridges constructed at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard, allowing vehicles and pedestrians to pass over the tracks. (CEQA - EIR, 4/26/2010.) (NEPA - FEIR-FONSI, 1/20/2011.) (Related TCIF Programming Amendment under Resolution TCIF-P-1112-45; June 2012.) (Future Consideration of Funding under Resolution E-11-08, January 2011.) Outcome/Output: The project will eliminate four at-grade crossings, increase efficiency, reliability and throughput on the UPRR Alhambra subdivision mainline east-west corridor to accommodate the existing freight and passenger train traffic as well as projected increases in rail traffic. The project will reduce air pollution, estimated at 213 tons/year of air toxins and greenhouse emissions by 2030; eliminate an estimated 420 hours of vehicle delay each day at four crossings as well as delays for emergency responders and the potential for crossing collisions, estimated at one every four years. **Amend Resolution TCIF-AA-1213-07 to de-allocate an additional $30,160,000 in TCIF Bond Program CONST to reflect additional contract award savings and an overall total de-allocation amount of $98,822,000 for the project.**	07-TC15 TCIF/11-12 CONST ~~$263,938,000~~ **$233,778,000** 0712000303	2011-12 104-6056 TCIF 20.30.210.300	~~$263,938,000~~ **$233,778,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 45

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(5b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED TRADE CORRIDOR IMPROVEMENT FUNDS PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION TCIF-AA-1516-02, AMENDING RESOLUTION TCIF-AA-1314-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-AA-1314-01 to de-allocate an additional $4,900,000 in Trade Corridor Improvement Funds (TCIF) for Project 88, Baldwin Avenue Grade Separation project (PPNO TC88) in Los Angeles County, reducing the amended TCIF allocation of $33,559,000 to $28,659,000, to reflect project completion savings.

BACKGROUND:

On August 6, 2013, the Commission decreased the allocation by $4,079,000 to $33,559,000 under resolution TCIF-A-1112-12 to reflect savings in TCIF funds. Now, the project is completed with additional savings of $4,900,000 in TCIF funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the amended allocation of $33,559,000 for the Trade Corridor Improvement Fund (104-6056) approved under Resolution TCIF-AA-1314-01 for the Baldwin Avenue Grade Separation project (PPNO TC88) in Los Angeles County, is hereby amended by $4,900,000, reducing the amended TCIF allocation from $33,559,000 to $28,659,000, in accordance with the attached revised 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b)	**Allocation Amendment - Proposition 1B - TCIF Projects**			**Resolution TCIF-AA-1516-02** Amending Resolution TCIF-AA-1314-01
1 ~~$33,559,000~~ **$28,659,000** Alameda Corridor East – Construction Authority LACMTA 07-Los Angeles	**Baldwin Avenue Grade Separation**. In El Monte, at Baldwin Avenue. Construct double-track railroad bridge over a four-lane depressed roadway. (TCIF #88) (Future Consideration of Funding approved under Resolution E-11 -08, January 2011.) (Contribution from other sources: $43,832,000.) (The programmed TCIF funds are to be split: ~~$8,024,389~~ ~~$8,401,000~~ **$7,101,000** for construction engineering and ~~$29,613,611~~ ~~$25,158,000~~ **$21,558,000** for construction capital.) Outcome/Output: This project will eliminate the railroad crossing at Baldwin Avenue, which carries 25,336 vehicles per day and where passing trains blocked for 19.8 vehicle-hours per day, projected to increase to 61 vehicle-hours of delay by 2020; increased truck freight velocity by eliminating a bottleneck at a railroad crossing provides bridge abutments for future track expansion; eliminates the dangers of collisions between trains and vehicles; reduces pollution caused by idling cars and trucks; and eliminates train horns and crossing alarms with removal of the grade crossing. **Amend Resolution TCIF-AA-1314-01 to de-allocate an additional $4,900,000 in TCIF Bond Program CONST to reflect additional project savings and an overall total de-allocation amount of $8,979,000 for the project.**	07-TC88 TCIF/11-12 CONST ~~$33,559,000~~ **$28,659,000** 0712000280	2010-11 104-6056 TCIF 20.30.210.300	~~$33,559,000~~ **$28,659,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 46

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-01, AMENDING RESOLUTION TLS1B-A-0809-002 AND AMENDING RESOLUTION TLS1B-AA-1112-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-002 and TLS1B-AA-1112-002 to de-allocate a total of $13,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for one project in Marin County and one project in Kings County.

BACKGROUND:

At its September 2008 meeting, the Commission approved Resolution TLS1B-A-0809-002, allocating $10,920,000 in TLSP funding for five projects in various counties. For the project in Marin County, there is $8,000 in project savings from construction completion. At its December 2011 meeting, the Commission approved Resolution TLS1B-AA-1112-002, which de-allocated $266,460 for two projects. For the project in Kings County, there is $5,000 in project savings from completed construction. The Department recommends de-allocating $13,000 in TLSP funds. The amended funding for these two projects is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $208,000 in TLSP funds originally allocated under Resolution TLS1B-A-0809-002 for the Marin County project, is hereby amended to de-allocate $8,000, reducing the TLSP funding amount from $208,000 to $200,000, and that $76,126 in TLSP funds last revised by Resolution TLS1B-A-1112-002 for the Kings County project, is hereby amended to de-allocate $5,000, reducing the TLSP funding amount from $76,126 to $71,126, for a total de-allocation of $13,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7a) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-01 Amending Resolution TLS1B-A-0809-002 and Amending Resolution TLS1B-AA-1112-002**	
3 ~~$208,000~~ **$200,000** Marin County 04-Marin MTC	In Marin County, on Sir Francis Drake Blvd, from Bon Air Road to Elm Avenue. Outcome/Output: Install video cameras at 8 intersections to make the traffic signals more responsive to current traffic conditions as follows: Improve bicycle detection and safety; improve emergency response time by improving the existing preemption system; improve pedestrian safety by minimizing congestion; and improve overall traffic movement by minimizing congestion. Total Construction Cost: $260,000. **Amend Resolution TLS1B-A-0809-002 to de-allocate $8,000 to reflect construction savings.**	04-074584 ~~$208,000~~ **$200,000** CONST	2008-09 104-6064 TLSP	~~$208,000~~ **$200,000**
5 ~~$76,126~~ **$71,126** City of Hanford 06-Kings KCAG	In Hanford, on 12th Avenue, from Hanford-Armona to Home Depot, and Lacey Boulevard from 11th Avenue to 12th Avenue, and 11th Avenue from Hanford-Armona Road to Grangeville Boulevard. Outcome/Output: Reduce the number of accidents as verified by previous coordination projects in similar jurisdictions, reduce delays, reduce emissions, and other related benefits. Total Construction Cost: $160,000. **(A previous de-allocation of $13,874 was approved by the Commission under Resolution TLS1B-AA-1112-002; December 2011.)** **Amend Resolution TLS1B-AA-1112-002 to de-allocate $5,000 to reflect construction savings.**	06-4C2724 ~~$76,126~~ **$71,126** CONST	2008-09 104-6064 TLSP	~~$76,126~~ **$71,126**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 47

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-02, AMENDING RESOLUTION TLS1B-A-0809-004**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-004 to de-allocate $28,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for one Walnut Creek project in Contra Costa County.

BACKGROUND:

At its December 2008 meeting, the Commission approved Resolution TLS1B-A-0809-004, allocating $5,605,000 in TLSP funding for four projects in various counties. For the project in Contra Costa County, there is $28,000 in savings from completed construction. The Department recommends de-allocating $28,000 in TLSP funds. The amended funding for this project is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $1,489,000 in TLSP funds originally allocated under Resolution TLS1B-A-0809-004 for the Contra Costa County project, is hereby amended to de-allocate $28,000, reducing the TLSP funding amount from $1,489,000 to $1,461,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Location	Dst-EA Prgm'd Amount Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7b) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-02** **Amending Resolution TLS1B-A-0809-004**	
1 ~~$1,489,000~~ **$1,461,000** City of Walnut Creek MTC 04-Contra Costa	In Walnut Creek. Outcome/Output: Implementation of adaptive signal technology along the corridor requires signal system upgrade that will result in substantial decreases in congestion costs during normal daily operation and particularly in response to incidents and special events. The expected reduction in travel time and stops will reduce the vehicle emissions along the corridor. The number of accidents is expected to be reduced, which will reduce community costs associated with accidents. This project will showcase the benefits of adaptive technology on a major urban arterial, with results that are of national interest. Total Construction Cost: $2,083,621. **Amend Resolution TLS1B-A-0809-004 to de-allocate $28,000 to reflect construction savings.**	04-074604L ~~$1,489,000~~ **$1,461,000** CONST	2007-08 104-6064 TLSP	~~$1,489,000~~ **$1,461,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 48

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-03, AMENDING RESOLUTION TLS1B-A-0910-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0910-002 to de-allocate $164,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for one project each in Santa Cruz County and in Fresno County.

BACKGROUND:

At its April 2010 meeting, the Commission approved Resolution TLS1B-A-0910-002, allocating $11,786,000 in TLSP funding for six projects in various counties. For the project in Santa Cruz County, there is $23,000 in project savings from completed construction. For the project in Fresno County, there is $141,000 in project savings from completed construction. The Department recommends de-allocating $164,000 in TLSP funds. The amended funding for these two projects is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $120,000 in TLSP funds originally allocated under Resolution TLS1B-A-0910-002 for the Santa Cruz County project, is hereby amended to de-allocate $23,000, reducing the TLSP funding amount from $120,000 to $97,000, and $2,100,000 allocated for the Fresno County project, is hereby amended by $141,000, reducing the TLSP funding amount from $2,100,000 to $1,959,000, for a total de-allocation of $164,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency RTPA/MPO Dst-County	Project Location Project Description	Dst-EA Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7c) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-03** **Amending Resolution TLS1B-A-0910-002**	
1 ~~$120,000~~ **$97,000** City of Watsonville SCCRTC/AMBAG 05-Santa Cruz	In Watsonville. Outcome/Output: Improve traffic circulation and reduce traffic congestion and vehicle emissions. Total Construction Cost: $132,000. **Amend Resolution TLS1B-A-0910-002 to de-allocate $23,000 to reflect construction savings.**	05-4A2534 ~~$120,000~~ **$97,000** CONST	2008-09 104-6064 TLSP	~~$120,000~~ **$97,000**
2 ~~$2,100,000~~ **$1,959,000** City of Fresno COFCG 06-Fresno	In the city of Fresno on Clovis Avenue. Outcome/Output: The project will connect the City's Advanced Transportation Management System to a network of controllers, cameras and detection systems for an efficient traffic responsive coordination system, improving safety, operations, energy conservation, and effective capacity of the key arterial while reducing emissions. Total Construction Cost: $3,087,400. **Amend Resolution TLS1B-A-0910-002 to de-allocate $141,000 to reflect construction savings.**	06-4C2954 ~~$2,100,000~~ **$1,959,000** CONST	2007-08 104-6064 TLSP	~~$2,100,000~~ **$1,959,000**

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Tab 49

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-04, AMENDING RESOLUTION TLS1B-A-0809-003**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-003 to de-allocate an additional $17,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for two San Diego Association of Governments projects in San Diego County.

BACKGROUND:

At its October 2008 meeting, the Commission approved Resolution TLS1B-A-0809-003, allocating $26,631,000 in TLSP funding for eleven projects in various counties. However, due to savings from completed construction, the Department recommends de-allocating $17,000 in TLSP funds. The amended funding for these two projects is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $3,113,000 in TLSP funds originally allocated under Resolution TLS1B-A-0809-003 for the two San Diego County projects, is hereby amended to de-allocate $17,000, reducing the TLSP funding amount for the two projects from $3,113,000 to $3,096,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7d) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-04** **Amending Resolution TLS1B-A-0809-003**	
1 ~~$2,162,000~~ **$2,154,000** San Diego Association of Governments 11-SD SANDAG	In San Diego and Poway – Interstate 1-5 Corridor. Outcome/Output: Increase arterial operational efficiency and safety, enhance corridor mobility and reduce intersection delays. Total Construction Cost: $2,412,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $8,000 to reflect construction savings.**	11-212984 ~~$2,162,000~~ **$2,154,000** CONST	2008-09 104-6064 TLSP	~~$2,162,000~~ **$2,154,000**
2 ~~$951,000~~ **$942,000** San Diego Association of Governments 11-SD SANDAG	In San Diego and Poway – Transit Signal Priority. Outcome/Output: Improve a key north inland connection and reinforce linkages with the SPRINTER light rail, future I-15 Bus Rapid Transit and other regional transit services; and increase connectivity between activity centers within the University City community and regional transit facilities. Total Construction Cost: **$2,947,000** **Amend Resolution TLS1B-A-0809-003 to de-allocate $9,000 to reflect construction savings.**	11-212994 ~~$951,000~~ **$942,000** CONST	2008-09 104-6064 TLSP	~~$951,000~~ **$942,000**

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Memorandum

Tab 50

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-05, AMENDING RESOLUTION TLS1B-A-0809-001 AND TLS1B-AA-1112-001**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolutions TLS1B-A-0809-001 and TLS1B-AA-1112-001 to de-allocate $10,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for two projects for the City of San Marcos in San Diego County.

BACKGROUND:

At its August 2008 meeting, the Commission approved Resolution TLS1B-A-0809-001, allocating $3,506,000 in TLSP funding for nine projects in various counties. For the City of San Marcos – San Marcos Boulevard project, there is $9,000 in project savings from completed construction. At its December 2011 meeting, the Commission approved Resolution TLS1B-AA-1112-001, which de-allocated $175,726 from four projects. For the City of San Marcos – Rancho Santa Fe project, there is an additional $1,000 in project savings from completed construction. The Department recommends de-allocating $10,000 in TLSP funds. The amended funding for these two projects are reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $549,000 in TLSP funds originally allocated under Resolution TLS1B-A-0809-001 for the City of San Marcos – San Marcos Boulevard project, is hereby amended to de-allocate $9,000, reducing the TLSP funding amount from $549,000 to $540,000, and that $265,024 in TLSP funds last revised by TLS1B-AA-1112-001 for the City of San Marcos – Rancho Santa Fe project, is hereby amended to de-allocate $1,000, reducing the TLSP funding amount from $265,024 to $264,024, for a total de-allocation of $10,000, in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7e) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-05 Amending Resolution TLS1B-A-0809-001 and Amending Resolution TLS1B-AA-1112-001**	
1 ~~$549,000~~ **$540,000** City of San Marcos 11-San Diego SANDAG	In San Marcos, on San Marcos Boulevard, from Mission Road to Business Park Drive. Outcome/Output: Achieve a "Smart Corridor" on San Marcos Boulevard through implementation of traffic signal controls and vehicle detection systems. Total Construction Cost: $646,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $9,000 to reflect construction savings.**	11-212914 ~~$549,000~~ **$540,000** CONST	2008-09 104-6064 TLSP	~~$549,000~~ **$540,000**
2 ~~$265,024~~ **$264,024** City of San Marcos 11-San Diego SANDAG	In San Marcos, on Rancho Santa Fe Road, from Linda Vista Drive to Mission Road through SR 78. Outcome/Output: Enable ITS surveillance and traffic coordination through the installation of fiber optic interconnection and CCTV surveillance cameras along Rancho Santa Fe Road. Total Construction Cost: $336,000 **(A previous deallocation of $976 was approved by the Commission under Resolution TLS1B-AA-1112-001; December 2011.)** **Amend Resolution TLS1B-AA-1112-001 to de-allocate $1,000 to reflect construction savings.**	11-212924 ~~$265,024~~ **$264,024** CONST	2008-09 104-6064 TLSP	~~$265,024~~ **$264,024**

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Tab 51

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-06, AMENDING RESOLUTION TLS1B-A-0809-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-006 to de-allocate $34,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for one project in Alameda County and one project in Orange County.

BACKGROUND:

At its May 2009 meeting, the Commission approved Resolution TLS1B-A-0809-006, allocating $16,225,000 in TLSP funding for ten projects in various counties. For the project in Alameda County, there is $3,000 in project savings from completed construction. For the project in Orange County, there is $31,000 in project savings from completed construction. The Department recommends de-allocating $34,000 in TLSP funds. The amended funding for these two projects is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $124,000 in TLSP funds originally allocated under Resolution TLS1B-A-0809-006, for the Alameda County project is hereby amended to de-allocate $3,000, reducing the TLSP funding amount from $124,000 to $121,000, and $1,550,000 originally allocated for the Orange County project is hereby amended to de-allocate $31,000, reducing the TLSP funding amount from $1,550,000 to $1,519,000, for a total de-allocation of $34,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Location	Dist-EA Prgm'd Amount Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7f) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-06** **Amending Resolution TLS1B-A-0809-006**	
1 ~~$124,000~~ **$121,000** Alameda County MTC 04-Alameda	In Alameda County. Outcome/Output**:** This project will improve vehicular movement through signalized and un-signalized intersections along the Redwood Road corridor. This project will also reduce vehicular conflicts at intersections and vehicle emissions by synchronizing traffic signals along the corridor. Total Construction Cost: ~~$124,000~~. **$121,000** **Amend Resolution TLS1B-A-0809-006 to de-allocate $3,000 to reflect award savings.**	04-925386L ~~$124,000~~ **$121,000** CONST	2007-08 104-6064 TLSP	~~$124,000~~ **$121,000**
2 ~~$1,550,000~~ **$1,519,000** Orange County OCTA 12- Orange County	In Orange County. Outcome/ Output: The project will improve traffic flow, reduce traffic delays, reduce incident response time, and decrease emissions at over 530 intersections along approximately 158 miles of arterial streets. (Partial allocation requested. Agency will request remaining programmed amount at a later date.) Total Construction Cost: $8,000,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $31,000 to reflect award savings.**	12-402764L ~~$4,000,000~~ **$3,847,000** CONST	2007-08 104-6064 TLSP	~~$1,550,000~~ **$1,519,000** (Partial)

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(7g)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas P. Hallenbeck, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1516-07, AMENDING RESOLUTION TLS1B-A-0910-001**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution TLS1B-A-0910-001, to de-allocate $122,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds for one Orange County Transportation Authority (OCTA) project in Orange County.

BACKGROUND:

At its January 2010 meeting, the Commission approved Resolution TLS1B-A-0910-0001, allocating $21,892,000 in TLSP funding for ten projects in various counties. For the OCTA project in Orange County there is $122,000 in savings from completed construction. The Department recommends de-allocating $122,000 in TLSP funds. The amended funding for this project is reflected in strikethrough and bold text on the attached vote list.

RESOLUTION:

Be it Resolved that $1,450,000 in TLSP funds originally allocated under Resolution TLS1B-A-0910-001 for the OCTA project in Orange County, is hereby amended to de-allocate $122,000 in TLSP funding, reducing the TLSP funding amount from $1,450,000 to $1,328,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency RTPA/MPO Dst-County	Project Location Project Description	Dst-EA Phase Prgm'd Amount	Budget Year Item #	Amount by Fund Type
2.5g.(7g) Financial Allocation Amendment - Traffic Light Synchronization Program (TLSP)			**Resolution TLS1B-AA-1516-07 Amending Resolution TLS1B-A-0910-001**	
1 ~~$1,450,000~~ **$1,328,000** Orange County OCTA 12- Orange County	In Orange County. Outcome/ Output: The project will improve traffic flow, reduce traffic delays, reduce incident response time, and decrease emissions at over 530 intersections along approximately 158 miles of arterial streets. Total Construction Cost: $8,000,000. **Amend Resolution TLS1B-A-0910-001 to de-allocate $122,000 to reflect construction savings.**	12-402814L CONST ~~$4,000,000~~ **$3,847,000**	2007-08 104-6064 TLSP	~~$1,450,000~~ **$1,328,000** (Partial)

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5g.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR STATE ADMINISTERED PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT RAIL PROJECTS**
RESOLUTION ICR1B-AA-1516-01, AMENDING RESOLUTION ICR1B-A-1011-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution ICR1B-A-1011-01 to de-allocate $823,000 in Proposition 1B Intercity Rail (ICR) Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) from the Wireless Network for Northern California IPR Fleet Project (PPNO 75-2071), to reflect project savings.

BACKGROUND:

At its January 2011 meeting, the Commission allocated $3,750,000 in Proposition 1B ICR/PTMISEA funds under Resolution ICR1B-A-1011-01, for the Wireless Network for Northern California IPR Fleet Project (PPNO 75-2071). The project has been completed with a savings of $823,000 and final billing and close out occurred June 2015. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the $3,750,000, originally allocated under Resolution ICR1B-A-1011-01 for the Wireless Network for Northern California IPR Fleet Project (PPNO 75-2071), is hereby amended by $823,000, in accordance with the attached revised vote list, thereby reducing the overall allocation of $3,750,000 to $2,927,000.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Allocation Amendment - Proposition 1B - Locally Administered Intercity Rail Projects**			**Resolution ICR1B-AA-1516-01** Amending Resolution ICR1B-A-1011-01
1 ~~$3,750,000~~ **$2,927,000** Capitol Corridor Joint Powers Authority CCJPA 75-Various	**Wireless Network for Northern California IPR Fleet**. Testing and installation of communications hardware. (Related Programming Amendment to reprogram savings under Resolution ICR1B-P-1516-01; August 2015.) Outcome/Output: Project will benefit the traveling public and the Capitol Corridor and San Joaquin service by increasing made share, retaining ridership, improving system operating efficiency. Once networked, a great many safety and operational applications can be utilized. **Amend Resolution ICR1B-A-1011-01 to de-allocate $823,000 to reflect project Closeout Savings.**	75-2071 ICR/10-11 CONST ~~$3,750,000~~ **$2,927,000** 0000020405 S R988BA	2009-10 304-6059 PTMISEA 30.20.90.000	~~$3,750,000~~ **$2,927,000**

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5w.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS**
RESOLUTION FATP-1516-02 AMENDING RESOLUTION FATP-1415-04

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution FATP-1415-04, for Project 37 – The SR-15 Commuter Bike Facility (PPNO 1126) project, in San Diego County.

ISSUE:

At its March 26, 2015 meeting, the Commission approved Resolution FATP-1415-04 which allocated $23,969,000 for 48 Active Transportation Program (ATP) projects. However, at the time of allocation, information for Project 37 – The SR-15 Commuter Bike Facility (PPNO 1126) was not accurate as presented in the vote box approved for this project.

Therefore the Department is requesting that the following changes be made in the vote box for this project as follows:

- The recipient from “San Diego Association of Governments” to “Department of Transportation.”
- The Budget Year from “2013-14” to “2014-15.”
- The Fund Type from SHA “108-0042” to “308-0042.”
- The Fund Type from FTF “108-0890” to “308-0890.”
- The Program Code from “20.30.720.100” to “20.20.400.261.”
- Adding note “Construction Support for $1,505,000.”
- Adding Budget Revision language: “Allocation is contingent upon approval of a Budget Revision by the Department of Finance.”

The attached revised book item attachment describes the originally approved 48 ATP projects totaling $23,969,000, including the changes requested for Project 37. The necessary changes are reflected in strikethrough and bold.

FINANCIAL RESOLUTION:

Be it Resolved, that $11,584,000 from the Budget Act of 2013, Budget Act Items 2660-108-0042 and 2660-108-0890, and $12,385,000 from the Budget Act of 2014, Budget Act Items 2660-308-0042 and 2660-308-0890 approved for 48 ATP projects is hereby amended, as described in accordance on the attached book item attachment.

Attachment

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
1 $23,000 City of Clear Lake Lake CCAPC 01-Lake	**Phillips Avenue Class II Bicycle Lanes and Roadway Rehab.** This project will install Class II bicycle lanes along Phillips Avenue (residential collector street) and to rehabilitate middle 22 feet of the street and widen the existing section by four feet on each side to add Class II bicycle lanes and install signs, striping and pavement markings. (Small Urban and Rural - ID 0017) Outcome/Output: This project will improve safety and reducing vehicle conflicts with bicyclists and pedestrians, and increasing walking, bicycling and transit access and use.	01-3105 ATP/14-15 PA&ED $23,000 0115000025	2013-14 108-0890 FTF 20.30.720.100	$23,000
2 $233,000 Mendocino Council of Government MCOG 01-Mendocino	**Covelo SR162 Corridor Multi-Purpose Trail, Phase I (Non-Infrastructure).** This project will construct a multi-use Class I trail, 10 feet wide with 2 foot shoulders. Phase I will run parallel to SR 162 from Howard Street to Biggar Lane (1.05 miles) and east-west connecting to Henderson Lane (0.5 mile). (Statewide - ID 0022) (CEQA – NOE, 02/18/2015.) Outcome/Output: This project will reduce potential conflicts between bicyclists, pedestrians and vehicles within the SR162 corridor and increase mobility options in the community. This project will provide both safety and public health benefits by removing non-motorized traffic from the vehicle lanes.	01-4610A ATP/14-15 CON $233,000 0115000069	2013-14 108-0042 SHA 20.30.720.100	$233,000
3 $430,000 Mendocino Council of Government MCOG 01-Mendocino	**Covelo SR162 Corridor Multi-Purpose Trail, Phase I (Infrastructure).** This project will construct a multi-use Class I trail, 10 feet wide with 2 foot shoulders. Phase I will run parallel to SR 162 from Howard Street to Biggar Lane (1.05 miles) and east-west connecting to Henderson Lane (0.5 miles). (Statewide - ID 0022) Outcome/Output: This project will reduce potential conflicts between bicyclists, pedestrians and vehicles within the SR162 corridor and increase mobility options in the community. This project will provide both safety and public health benefits by removing non-motorized traffic from the vehicle lanes.	01-4610B ATP/14-15 PA&ED $430,000 0115000023	2013-14 108-0042 SHA 20.30.720.100	$430,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
4 $871,000 Mendocino Council of Government MCOG 01-Mendocino	Mendocino Safe Routes to School. This project incorporates activities recommended in the Mendocino County SRTS plan and the City of Ukiah Draft SRTS Plan. The project will be flexible and respond to emerging needs in each community, to maximize the benefit of grant funds. The project incorporates a range of activities in the five "E" categories that will make it safer, easier, and more enjoyable for students to walk and bike to school – and more likely that they will do so. (Statewide - ID 0023) (CEQA – NOE, 10/17/2014.) Outcome/Output: This project will anticipate an increase of 25 percent more students walking and biking to school by the end of the project period.	01-4611 ATP/14-15 CON $871,000 0115000067	2013-14 108-0042 SHA 20.30.720.100	$871,000
5 $750,000 El Dorado County TRPA 03-El Dorado	Sawmill Bike Trail Safe Access. In the Tahoe Basin, on Sawmill Road between Route 50 and Incline Road. Construct Class I bike and multi-use path connecting Sawmill 1B path to Sawmill 2B path. (Small Urban and Rural - ID 0058) (CEQA – MND, 12/08/2009.) (Future Consideration of Funding approved under Resolution E-14-66; December, 2014.) Outcome/Output: Construct an 8-foot wide Class I path connecting two existing paths. Improve safety and provide additional non-motorized transportation opportunities. Reduce vehicle miles travelled and environmental impacts.	03-1218 ATP/14-15 CON $750,000 0315000054	2013-14 108-0042 SHA 20.30.720.100	$750,000
6 $1,692,000 Sacramento County SACOG 03-Sacramento	El Camino Avenue Phase 2 – Street and Sidewalk Improvements. On El Camino Avenue between Watt Avenue and Verna Way. Construct sidewalks, Class II Bicycle lanes, relocate utilities, drainage improvements and traffic signal modification. (MPO - ID M013) (CEQA – MND, 08/06/2010.) (NEPA – CE, 09/20/2011.) (Future Consideration of Funding under Resolution E-15-04; January 2015). Outcome/Output: Increase bicycle capacity. Improve safety and operation for bicycles and pedestrians. Provide access to alternative modes of travel to reduce vehicular trips.	03-1682 ATP/14-15 CON $1,692,000 0315000097	2013-14 108-0890 FTF 20.30.720.100	$1,692,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
7 $988,000 Alameda County MTC 04-Alameda	City of Oakland – Be Oakland, Be Active: A Comprehensive Safe Routes to School Program. This comprehensive program promotes walking and cycling in 41 of Oakland Unified School District's most disadvantaged school through education, encouragement and enforcement activities through the partnership with the Oakland Unified School District, OUSD School Police Force, Oakland Police Department and the Alameda County Public Health Department. (MPO - ID 0115) (CEQA – NOE, 01/23/2015.) Outcome/Output: Safety patrol implemented in 41 Oakland Unified School District's schools.	04-2190F ATP/14-15 CON $988,000 0415000223	2013-14 108-0042 SHA 20.30.720.100	$988,000
8 $226,000 City of Alameda MTC 04-Alameda	Cross Alameda Trail. The Cross Alameda Trail is a bicycle and pedestrian trail that runs from Sherman Street to Webster Street as an off-street Class I trail through the Jean Sweeney Open Space Park and a class II bikeway facility along Atlantic Avenue between Constitution Way and Webster Street to provide continuity to the bikeway system. (MPO - ID 0111) (CEQA – MND, Concurrent at March Meeting.) (Concurrent Consideration of Funding under Resolution E-15-14; March 2015.) Outcome/Output: This project will increase bicycle and pedestrian capacity. Improve safety and operation for bicycle and pedestrians, including access to transit links, business and school. Provide for alternative modes of travel to reduce vehicle emissions.	04-2190E ATP/14-15 PS&E $226,000 0415000210	2013-14 108-0042 SHA 20.30.720.100	$226,000
9 $443,000 Santa Clara Valley Transportation Authority MTC 04-Santa Clara	Santa Clara Valley Authority Central and South County Bicycle Corridor Plan. This planning effort is part of a phased update to the Santa Clara County Bicycle plan (adopted 2008). The plan will focus on disadvantaged communities in Santa Clara County, including downtown San Jose, East San Jose, northern Santa Clara, and Gilroy. VTA will work with stakeholder and community members to identify priority bicycle transportation corridors and develop conceptual designs for a subset of corridors that will provide high quality, all ages, 24/7 bicycle access. (MPO - ID 0147) (CEQA – NOE, 11/21/2014.) Outcome/Output: The outcome of the project will be a plan that defines an interconnected system of bicycle transportation corridors for Santa Clara County's disadvantaged communities. The remainder of the county will be analyzed through other efforts, using other funds. These separate planning studies will be combined into a comprehensive County Bicycle Corridors Plan. The plan will facilitate support and delivery of multijurisdictional projects, focusing on disadvantaged community to provide mobility, health, and quality of life benefits to typically underserved communities and will further improve mobility and reduce GHG emissions.	04-2150B ATP/14-15 CON $443,000 0415000195	2013-14 108-0042 SHA 20.30.720.100	$443,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
10 $140,000 Transportation Agency for Monterey County TAMC 05-Monterey	Via Salinas Valley: Pathways to Health Through Active Transportation. All cities along the Salinas Valley will work collaboratively to improve the infrastructure that supports active transportation in each city. Improvements include sidewalk construction and repairs, bicycle lanes, multi-use paths, ADA ramps and safety improvements near schools. The County of Monterey Health Department will facilitate continued collaboration between project partners and engage the community. TAMC will oversee construction. (Small Urban and Rural - ID 0237) Outcome/Output: Elements of the project will work together as a system to comprehensively provide the following benefits: reduce pedestrian/bicycle -vehicle collisions, improve sight distance and visibility, reduce traffic volumes and speeds, improve access to schools, parks and other key destinations, and encourage walking, bicycling and physical activity to improve health.	05-2608 ATP/14-15 PA&ED $140,000 0515000064	2013-14 108-0042 SHA 20.30.720.100	$140,000
11 $1,000 City of Fresno Fresno COG 06-Fresno	Butler Avenue Class II Bike Lanes. In the city of Fresno, restripe to create Class II bike lanes on Butler Avenue from Hazelwood Avenue to Peach Avenue. (MPO - ID 0290) Outcome/Output: The City of Fresno wants to establish and maintain a continuous, safe and easily accessible bikeway system throughout the metropolitan area that will facilitate bicycling as both a viable transportation alternative and a recreational activity that will reduce vehicle use, improve air quality, improve quality of life, and provide public health benefits.	06-6757 ATP/14-15 PA&ED $1,000 PS&E $32,000 0615000164	2013-14 108-0890 FTF 20.30.720.100	$1,000
12 $221,000 City of Fresno Fresno COG 06-Fresno	Update of 2010 Bicycle/Pedestrian Master Plan. Prioritize and fund projects that will increases safety for walking, bicycling, developing active transportation programs and filling the gaps of the current network. (MPO - ID M002) (CEQA – Letter; 3/25/2015.)) (NEPA – CE, 02/26/2015.) Outcome/Output: The project will eliminate behaviors that lead to collisions by providing outreach and education to pedestrians, bicycle riders, and vehicle drivers on observing traffic rules. It will improve compliance with local traffic laws, address inadequate traffic control devices, and establish policies to routinely maintain bicycle facilities so that they provide usable, safe, and comfortable conditions for bicyclists and pedestrians.	06-6758 ATP/14-15 CON $221,000 0615000167	2013-14 108-0890 FTF 20.30.720.100	$221,000
13 $2,000 City of Fresno Fresno COG 06-Fresno	Hughes Avenue Sidewalk. In the city of Fresno, construction of sidewalks along Hughes Avenue between Hedges Avenue and Floradora Avenue. (MPO - ID M003) Outcome/Output: Construction of sidewalk to provide a safe waking route for Elementary School Students walking to school (Addams Elementary School).	06-6759 ATP/14-15 PA&ED $2,000 PS&E $8,000 0615000165	2013-14 108-0890 FTF 20.30.720.100	$2,000

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2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
14 $1,000 City of Fresno Fresno COG 06-Fresno	Install Traffic Signals Hamilton Elementary School. City of Fresno, Intersection of Clinton and Thorne; Installation of a new traffic signal. (MPO - ID M004) Outcome/Output: Installation of signals will provide a safe crossing point for elementary school students (Hamilton Elementary School) and safe turning movements for school buses and other vehicles.	06-6760 ATP/14-15 PA&ED $1,000 PS&E $34,000 0615000166	2013-14 108-0890 FTF 20.30.720.100	$1,000
15 $29,000 City of Wasco Kern COG 06-Kern	Palm Avenue Elementary School Pedestrian Infrastructure Improvements. City of Wasco, Palm Avenue Elementary School; Construct pedestrian infrastructure improvements. (Statewide - ID 0329) (CEQA – NOE, 02/05/2015.) (NEPA – CE, 02/05/2015.) Outcome/Output: Construct in-fill sidewalk, curb ramps and safety improvements at intersections that are top priorities for school administrators and parents to improve safety of pedestrians and bicyclists.	06-6750 ATP/14-15 PA&ED $0 PS&E $29,000 0615000105	2013-14 108-0890 FTF 20.30.720.100	$29,000
16 $114,000 City of Wasco Kern COG 06-Kern	Teresa Burke Elementary School Bike and Pedestrian Infrastructure. City of Wasco, Teresa Burke Elementary School and Filburn Avenue; Construct bike and pedestrian improvements. (Statewide - ID 0333) (CEQA – NOE, 02/05/2015.) (NEPA – CE, 02/05/2015.) Outcome/Output: Construct multi-use path, bike lanes, striping, crosswalks, lighting, trees, trashcans, benches and safety improvements along Filburn Avenue and the school route to Teresa Burke Elementary.	06-6751 ATP/14-15 PA&ED $0 PS&E $114,000 0615000107	2013-14 108-0890 FTF 20.30.720.100	$114,000
17 $100,000 City of Arvin Kern COG 06-Kern	TO2 Sidewalk Improvements. In the city of Arvin, bounded by Comanche Drive, Sycamore Road, Derby Street, and Varsity Avenue; construction of a safe route to school path using paved walkways, access ramps, and crosswalks along various streets connection to elementary schools. (MPO - ID 0304) (CEQA – NOE, 12/23/2014.) Outcome/Output: This project will provide residents and their children safer access to existing schools and provide wheelchair accessible paths.	06-6769 ATP/14-15 PA&ED $0 PS&E $100,000 0615000171	2013-14 108-0042 SHA 20.30.720.100	$100,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
18 $21,000 City of Wasco Kern COG 06-Kern	Clemens and Jefferson Schools Bike and Pedestrian Improvements. In the city of Wasco, construct sidewalk, curb ramps, bike lane striping and signage, and other safety improvements near Karl Clemens and Thomas Jefferson schools. (MPO - ID 0328) (CEQA – NOE, 01/06/2015.) Outcome/Output: Construct in-fill sidewalk, curb ramps and safety improvements at intersections that are top priorities for school administrators and parents to improve safety of pedestrians and bicyclists near Karl Clemens and Thomas Jefferson schools.	06-6774 ATP/14-15 PA&ED $0 PS&E $21,000 0615000170	2013-14 108-0042 SHA 20.30.720.100	$21,000
19 $31,000 City of Wasco Kern COG 06-Kern	JL Prueitt Pedestrian Improvements. Construct bike and pedestrian improvements. (MPO - ID 0330) (CEQA – NOE, 02/05/2015.) (NEPA – CE, 02/05/2015.) Outcome/Output: Construct in-fill sidewalk, curb ramps and safety improvements at intersections that are top priorities for school administrators and parents to improve safety of pedestrians and bicyclists near John L. Prueitt School.	06-6775 ATP/14-15 PA&ED $0 PS&E $31,000 0615000169	2013-14 108-0890 FTF 20.30.720.100	$31,000
20 $39,000 City of Wasco Kern COG 06-Kern	Highway 43 Pedestrian Lighting. In the city of Wasco, on State Route/HWY 43; construct pedestrian lighting and landscaping along the SR/HWY 43 corridor to increase visibility. (MPO - ID 0331) (CEQA – NOE, 01/06/2015.) Outcome/Output: Construct pedestrian infrastructure and pedestrian safety lighting that are top priorities for administrators and parents to improve safety of pedestrians and bicyclists.	06-6776 ATP/14-15 PA&ED $0 PS&E $39,000 0615000168	2013-14 108-0042 SHA 20.30.720.100	$39,000
21 $110,000 County of Tulare TCAG 06-Tulare	Tulare County Safe Routes to School Plan. In the County of Tulare, prepare countywide SRTS plan. This project includes a survey of existing infrastructure along pedestrian, cyclist and transit corridors serving County schools. Included in the plan is community outreach, engineering studies, and preparation of conceptual designs for up to 20 priority projects. . (Statewide - ID 0357) (CEQA – NOE, 01/29/2015.) Outcome/Output: This project will identify and establish pedestrian corridors in multiple rural communities throughout the County. Preparing this plan sets in motion the development of future sidewalk, pathway and bicycle route projects, which will mostly benefit students who walk and bicycle to school.	06-6752 ATP/14-15 CON $110,000 0615000172	2013-14 108-0042 SHA 20.30.720.100	$110,000

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2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
22 $382,000 City of Los Angeles LACMTA 07-Los Angeles	Eastside Active Transportation Linkages Phase II. The funds will be used for environmental studies on pedestrian improvements to enhance multi-modal access of the project. (Statewide - ID 0424) Outcome/Output: The project outcome will provide approximately 0.5 mile pedestrian safety improvements to north-south linkage to the 1st Street Metro Gold Line Light Rail Stops at Boyle Avenue (Mariachi Plaza) and Soto Street in the heavily disadvantage community of Boyle Heights just across the Los Angeles River from Downtown Los Angeles.	07-4870 ATP/14-15 PA&ED $0 $382,000 PS&E $0 0715000100	2013-14 108-0890 FTF 20.30.720.100	$382,000
23 $110,000 City of Los Angeles LACMTA 07-Los Angeles	Yale Street Pedestrian Linkages Phase I, College Street and Alpine Street. The funds will be used for environmental studies and permits on pedestrian improvements including construction of new landscape medians, continental crosswalk striping, stop bars, and curb extensions, etc. (Statewide - ID 0416) Outcome/Output: The project outcome will provide pedestrian safety environments along Yale Street and encourage walking for students at Castelar Elementary School.	07-4877 ATP/14-15 PA&ED $0 $110,000 PS&E $0 0715000103	2013-14 108-0042 SHA 20.30.720.100	$110,000
24 $500,000 City of Glendale LACMTA 07-Los Angeles	Citywide Pedestrian Plan. The funds will be used for a Citywide Pedestrian Plan to establish improving pedestrian safety through a multifaceted approach in policy development and creating an implementation manual outlining design improvements to the City of Glendale. (Statewide - ID 0394) (CEQA – NOE, 12/12/2014.) Outcome/Output: The project output will include a potential reduction of pedestrian and bicycle accidents, an increase of residents and visitors to Glendale walking and bicycling versus driving, a reduction in the number of accidents involving motor vehicles, a reduction in auto insurance and health benefits including a reduction in obesity rates.	07-4889 ATP/14-15 CON $500,000 0715000207	2013-14 108-0042 SHA 20.30.720.100	$500,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
25 $500,000 City of Glendale LACMTA 07-Los Angeles	Citywide Safety Education Initiative. The funds will be used to consolidate existing city safety programs into one program in the City of Glendale Citywide effort to manage safety education initiative emphasizing in the combination of education, encouragement, engineering, enforcement and evaluation programs (5 Es) to increase pedestrian and bicycle safety in the City of Glendale. (MPO - ID 0393) (CEQA – NOE, 12/12/2014.) Outcome/Output: The project output will include a potential reduction of pedestrian and bicycle accidents, an increase of residents and visitors to Glendale walking and bicycling versus driving, a reduction in the number of accidents involving motor vehicles, a reduction in auto insurance and health benefits including a reduction in obesity rates.	07-4890 ATP/14-15 CON $500,000 0715000208	2013-14 108-0042 SHA 20.30.720.100	$500,000
26 $98,000 City of Cudahy LACMTA 07-Los Angeles	Cudahy Citywide Safe Routes to School Improvement. The funds will be used to implement the City of Cudahy's SRTS Improvement Citywide (Pedestrian Crosswalks). The project includes various improvements to comply with ADA requirements and pedestrian safety; from signings, striping to lighting to curb ramp, etc. (Statewide - ID 0384) (CEQA – NOE, 12/15/2014.) Outcome/Output: The project output will increase pedestrian mobility and access, distinctly separate pedestrians from vehicles, improve the overall quality of service and safety while encouraging safe walking and bicycling to school, reducing greenhouse emission, and improving the health and well being of the community.	07-4891 ATP/14-15 PS&E $98,000 0715000211	2013-14 108-0042 SHA 20.30.720.100	$98,000
27 $486,000 City of Inglewood LACMTA 07-Los Angeles	Active Transportation Plan and Safe Routes to School Plan. The funds will be used for Active Transportation Plan and SRTS Plan in the city Inglewood, southwest Los Angeles County just east of LAX. The project will prepare a comprehensive Active Transportation Plan that incorporates bicycle, pedestrian, Americans with Disabilities (ADA) considerations and Safe Route to School(SRTS) analysis of 8 of 17 Inglewood Unified School District school sites. The scope includes a robust community engagement process, an educational/encouragement campaign and the implementation of a system data collection to ensure before and after data availability and ongoing monitoring. (Statewide - ID 0401) (CEQA – NOE, 11/24/2014.) Outcome/Output: The project output will prepare and implement ATP and SRTS Plans and thus provide pedestrian and bicycle safety, provide a disadvantage community with high-quality transportation options, reduce green house gas (GHG) emissions, and vehicle mile travel (VMT).	07-4901 ATP/14-15 CON $486,000 0715000158	2013-14 108-0042 SHA 20.30.720.100	$486,000

2.5 Highway Financial Matters ***(Change to Project 37 only)***

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
28 $200,000 City of Ventura VCTC 07-Ventura	Ventura Westside Pedestrian and Bicycle Facility Improvements. City of Ventura, in San Buenaventura; Construct sidewalk and Class II and III bike lanes on Cedar Street between Prospect and Pol Street. Various sidewalk, curb improvements on Ventura Avenue between Kellogg Street and Shoshone Street. Flashing beacons to be installed on Ventura Avenue. Existing beacons to be updated. (MPO - ID 0502) (CEQA – NOE, 01/20/2014.) Outcome/Output: Project will construct curb extensions, flashing beacons, median islands and sidewalk. Once completed the project will directly improve the walking and biking activity as well as make it safer.	07-4892 ATP/14-15 PA&ED $0 PS&E $200,000 0715000202	2013-14 108-0042 SHA 20.30.720.100	$200,000
29 $68,000 Riverside County RCTC 08-Riverside	Avenida Rambla Sidewalk Safety Improvements. The project will construct approximately 3,200 linear feet of sidewalk, curb and gutter, ADA-compliant curb ramps, driveway approaches, signage, and pavement markings on Avenida Rambla from Camino Campesino to the south property line of Bubbling Springs Elementary School, the west side of Avenida Rambla from Camino Aventura to Camino Campesino, and the north side of Camino Campesino from Avenida Rambla to Bubbling Wells Road. (MPO - ID 0525) (RCTC 2014-15 MPO funds in the amount $17,000 available for reprogramming.) (CEQA – NOE; 10/22/2014.) Outcome/Output: The project outcome is to provide a safer means of transportation and promote a greater number of students to walk or bike to school.	08-1151 ATP/14-15 PA&ED $0 PS&E $68,000 0815000097	2013-14 108-0042 SHA 20.30.720.100	$68,000
30 $200,000 Riverside County RCTC 08-Riverside	Clark Street Sidewalk and Intersection Safety Improvements. The project will construct approximately 2,000 linear feet of sidewalk, curb and gutter, ADA-compliant curb ramps, driveway approaches, signage, and pavement markings on the east side of Clark Street from Rider Street/Old Elsinore Road to approximately 200 feet north of Cajalco Road. (MPO - ID 0527) Outcome/Output: The project outcome is to provide a safer means of transportation and promote a greater number of students to walk or bike to school.	08-1152 ATP/14-15 PA&ED $200,000 0815000098	2013-14 108-0042 SHA 20.30.720.100	$200,000

2.5 Highway Financial Matters ***(Change to Project 37 only)***

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
31 $143,000 Riverside County RCTC 08-Riverside	Grapefruit Boulevard/4th Street Pedestrian and Roadway Safety Improvements. The project will construct approximately 3,500 linear feet of asphalt concrete walkway and 250 linear feet of concrete sidewalk, curb and gutter, ADA-compliant curb ramps, and traffic signal improvements on the west side of Grapefruit Boulevard (State Route 111) from 4th Street to approximately 0.7 mile southeast. (MPO - ID 0530) Outcome/Output: The project outcome is to install ADA-compliant features and to increase the walking and bicycling population.	08-1153 ATP/14-15 PA&ED $143,000 0815000099	2013-14 108-0042 SHA 20.30.720.100	$143,000
32 $125,000 Riverside County RCTC 08-Riverside	Troth Street Safe Routes to Schools Improvements. The project will construct approximately 4,000 linear feet of sidewalk, curb and gutter, ADA-compliant curb ramps, driveway approaches, school turnout, and pavement markings on the east side of Troth Street from 58th Street to 54th Street and on both sides of Troth Street from 58th Street to Jurupa Road. (Statewide - ID 0510) (CEQA – NOE; 1/29/2015.) Outcome/Output: The project outcome is to provide a safer means of transportation and to increase the number of students who walk or bike to school by 5 percent-10 percent.	08-1159 ATP/14-15 PS&E $125,000 0815000148	2013-14 108-0042 SHA 20.30.720.100	$125,000
33 $133,000 Riverside County RCTC 08-Riverside	Pyrite Street Safe Routes to Schools Improvements. The project will construct approximately 5,000 linear feet of sidewalk, curb and gutter, ADA-compliant curb ramps, driveway approaches, school turnout, and pavement markings on Pyrite Street from Galena Street to Mission Boulevard. (Statewide - ID 0511) (CEQA – NOE; 1/29/2015.) Outcome/Output: The project outcome is to provide a safer means of transportation and to increase the number of students who walk or bike to school by 10 percent.	08-1160 ATP/14-15 PS&E $133,000 0815000149	2013-14 108-0042 SHA 20.30.720.100	$133,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
34 $100,000 City of Ontario SANBAG 08-San Bernardino	Safe Routes to School Active Transportation at Four Elementary Schools (BonView, Corona, Euclid and Vineyard). The project will construct approximately 5,000 linear feet of sidewalk, curb and gutter, ADA-compliant curb ramps, driveway approaches, and pavement widening on the north side of Philadelphia Street from Bon View Avenue to Cucamonga Avenue, on Bon View Avenue from Cedar Street to Francis Street, on Phillips Street west of Euclid, on Mandalay Street from Princeton Street to 5th Street, and on Amador Avenue from 6th Street to Sycamore Street. (Statewide - ID 0552) (CEQA – NOE; 7/01/2014.) Outcome/Output: The project outcome is to provide a safer means of transportation for the students who walk or bike to school.	08-1156 ATP/14-15 PS&E $100,000 0815000074	2013-14 108-0042 SHA 20.30.720.100	$100,000
35 $200,000 Merced County MCAG 10-Merced	Walnut Avenue Complete Street Upgrade. Walnut Avenue (from Santa Fe Drive to 240 feet East of Winton Way), located in the Community of Winton in Merced County. Infrastructure improvements include construction of curb, gutter, sidewalk, ADA ramps, storm drainage improvements, Class II bike lanes, replacing outdated street lighting with LED luminaries, and installing traffic calming features. (Small Urban and Rural - ID 0601) Outcome/Output: The construction of the street improvements will enhance safety and provide for an improved functional use by pedestrians and bicyclists.	10-5003 ATP/14-15 PA&ED $200,000 1015000089	2013-14 108-0890 FTF 20.30.720.100	$200,000
36 $59,000 City of El Centro ICTC 11-Imperial	Pedestrian and Bicyclist Improvements. Sidewalks, ADA compliant curb returns, Installation of curb extensions at selected intersections, installation of rectangular rapid flash beacons warning systems at selected intersection, slurry of street and re-striping to establish Class II Bicycle lanes on 8th Street between Adams Avenue and Aurora Drive in the city of El Centro. (MPO- ID 0643) (CEQA – NOE, 12/16/2014.) Outcome/Output: The outcome of this project will reduce the speed of motor vehicles, improve sight distance and visibility, improve compliance with local traffic laws, eliminate behaviors that lead to collisions, and will address inadequate bicycle facilities, crosswalks, and sidewalks.	11-0599 ATP/14-15 PS&E $59,000 1115000105	2013-14 108-0042 SHA 20.30.720.100	$59,000

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2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
37 $12,385,000 ~~San Diego Association of Governments~~ **Department of Transportation** SANDAG 11-San Diego	**SR-15 Commuter Bike Facility.** In San Diego County from the Adams Avenue Overcrossing to the Camino Del Rio South Undercrossing. Construct one mile of Class I bike lane to the bicycle facility. (MPO - ID 0694) (CEQA – NOE, 11/06/2014.) (NEPA – CE, 11/06/2014.) (**Construction Support: $ 1,505,000.)** Outcome/Output: This project would construct one mile of Class I bicycle access and close a gap between bicycle facilities in Mid-City and Mission Valley. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	11-1126 ATP/14-15 CON $12,385,000 1100020291	~~2013-14~~ **2014-15** ~~108-0042~~ **308-0042** SHA ~~108-0890~~ **308-0890** FTF ~~20.30.720.100~~ **20.20.400.261**	 $2,320,000 $10,065,000
38 $500,000 City of San Diego SANDAG 11-San Diego	Linda Vista Safe Routes to School. This project will focus on six school to provide educate and advocate for an increased number of students walking and biking safely to school. (Statewide - ID 0680) (CEQA – NOE, 01/20/2015.) Outcome/Output: The Linda Vista SRTS project will reduce the number of pedestrian injuries in children 5-14 years of age, increase transportation mode choice for walking and biking to school and afterschool activities, and reduce carbon emissions.	11-1150 ATP/14-15 CON $500,000 1115000084	2013-14 108-0042 SHA 20.30.720.100	$500,000
39 $6,000 City of Imperial Beach SANDAG 11-San Diego	Elm Avenue Traffic, Pedestrian and Cycling Safety & Mobility Improvement. This project is located on Elm Avenue, between Seacoast Drive and 7th Street, and additional improvements on Connecticut Avenue. It's a Safe Routes to School project addressing traffic, pedestrian, cycling and mobility safety improvements. The various project improvements will significantly improve the student safety on route to and from school and will provide a new connection to the Imperial Beach Bicycle Network. (Statewide - ID 0666) (CEQA – NOE, 11/19/2014.) Outcome/Output: The project improvements include but are not limited to designated bike lanes, traffic calming measures, crosswalk with raised tabletop, a dedicated loading/drop-off area for parents separated from travel-ways, widening of sidewalks with aesthetic dividers between bike lanes, dedicated bus-only loading/drop-off area. There is also an expected reduction of greenhouse gas emissions do to the increase in active transportation.	11-1154 ATP/14-15 R/W $6,000 1115000091	2013-14 108-0042 SHA 20.30.720.100	$6,000

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2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
40 $50,000 National City SANDAG 11-San Diego	National City SR2S Pedestrian Enhancements. Citywide Safe Routes to School (SR2S) Pedestrian Enhancements will enhance the safety of children walking to and from school by elimination of pedestrian barriers identified by a series of comprehensive Walk Audits conducted near seven schools in three National City districts. The project will address these barriers by providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, utility pole relocations and sidewalk enhancements near the following schools: Palmer Way Elementary School, National City Middle School, Otis Elementary School, Sweetwater High School, Olivewood Elementary School, Granger Jr. High School and Lincoln Acres Elementary School. Other barriers being addressed include: lifted sidewalks, utility poles within sidewalks/pedestrians curb ramps, substandard pedestrian curb ramps and lack of crosswalks, pedestrian ramps, signage and signals. (Statewide - ID 0673) (CEQA – NOE, 01/12/2015.) Outcome/Output: Installing proposed high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rapid rectangular flashing beacons, pedestrian crosswalk signs, and sidewalk enhancements will enhance safety by reducing the number and severity of vehicular and pedestrian/bicycle collisions. These enhanced pedestrian and bicycle facilities will reduce greenhouse gas emissions, promote healthy living and lead to health care cost savings, provide socioeconomic benefits in a disadvantaged community, and encourage infill development and economic growth.	11-1155 ATP/14-15 PA&ED $50,000 1115000089	2013-14 108-0890 FTF 20.30.720.100	$50,000

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2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
41 $200,000 National City SANDAG 11-San Diego	National City 18th Street Bicycle and Pedestrian Enhancements. Project will provide about 0.75 mile of Class II bicycle facilities from Palm Avenue and Granger Avenue. Additionally, the project includes the installation of curb extensions at the intersections of 18th Street and B Avenue and 18th Street and F Avenue, and the construction of a roundabout at Lanoitan Avenue. Per requests from the community, red curbs will be added near Las Palmas Park to help enhance sight distance sidewalk panels will be replaced in key locations to maintain ADA access along the corridor, as concrete has lifted and cracked over time leading to an uneven surface along main travel paths. The project would serve Las Palmas School, John A. Otis School, and Las Palmas Park. The proposed project will also connect with ten bus stops along the 18th Street corridor and is within a quarter mile of the 24th Street Trolley Station. (Statewide - ID 0676) (CEQA – NOE, 01/12/2015.) Outcome/Output: Providing traffic calming features such as curb extensions and a roundabout and installing red curb in key locations will enhance safety by reducing the number and severity of vehicular and pedestrian/bicyclist collisions. Installing Class III bicycle facilities and replacing sidewalk panels in key locations will enhance pedestrian and bicycle facilities and will reduce green house gas emissions, promote healthy living, and lead to health care cost savings.	11-1156 ATP/14-15 PA&ED $0 PS&E $200,000 1115000090	2013-14 108-0042 SHA 20.30.720.100	$200,000
42 $130,000 City of La Mesa SANDAG 11-San Diego	King Street Pedestrian and Bicycle Improvements. Pedestrian and bicycle safety improvements near the Vista La Mesa Academy Elementary School in the City of La Mesa. Vista La Mesa Academy is in the Lemon Grove School District. The project limits are King Street and Violet Street between Waite Drive and Hoffman Avenue between King Street and Massachusetts Avenue; and Marian Street from Hoffman Avenue to University Avenue. Scope includes high visibility crosswalks, class II bicycle accommodations, curb radius reductions, bulbouts, and improved signage. (Statewide - ID 0670) (CEQA – NOE, 01/26/2015.) Outcome/Output: The project will add 1.5 miles of class III bike lakes which will connect to class II bike lane and reduce vehicular speed by drawing motorist attention to the presence of alternative modes of transportation. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improved signage will be implemented to create a safe and accessible active transportation route.	11-1157 ATP/14-15 PA&ED $0 PS&E $100,000 R/W $30,000 1115000105	2013-14 108-0042 SHA 20.30.720.100	$130,000

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
43 $120,000 City of Vista SANDAG 11-San Diego	Vista Master Safe Routes to School Plan. This project consists of developing a comprehensive Safe Routes to School Plan for eight elementary schools and two middle schools in the City of Vista. (Statewide - ID 0700) (CEQA – CE, 12/29/2014.) Outcome/Output: The SRTS plan will conceptually develop infrastructure projects that when built, will result in increased walking and bicycling of school children, which in turn will reduce traffic congestion and promote public health.	11-1159 ATP/14-15 CON $120,000 1115000071	2013-14 108-0042 SHA 20.30.720.100	$120,000
44 $85,000 City of Vista SANDAG 11-San Diego	Maryland Elementary Pedestrian Mobility Improvement. This project will construct curb, gutter and sidewalks along North Drive between N. Melrose and El Pico Court, W. Los Angeles Drive between North Drive and California Avenue, and East Drive between North Drive and Cajon Circle in the city of Vista. The project will also construct curb pop outs at two intersections and install two driver speed feedback signs. (Statewide - ID 0702) (CEQA – CE, 12/29/2014.) Outcome/Output: This project will provide pedestrians infrastructure to increase mobility, access and improve safety for pedestrians in the area.	11-1160 ATP/14-15 PS&E $85,000 1115000072	2013-14 108-0042 SHA 20.30.720.100	$85,000
45 $82,000 City of Santa Ana OCTA 12-Orange	Maple Bicycle Trail Safety Enhancements. The project will construct crosswalks, bulb outs, ADA-compliant wheelchair ramps, and install signage along the 2.25-mile Maple Bicycle Trail from Central Avenue to Chestnut Avenue. (MPO - ID 0761) (CEQA – NOE, 12/05/2014.) Outcome/Output: The project outcome is to reduce collisions between pedestrians and bicyclists, provide a safer means of transportation, and promote a greater number of students to walk or bike to school.	12-2170Q ATP/14-15 PS&E $82,000 1215000067	2013-14 108-0042 SHA 20.30.720.100	$82,000
46 $70,000 City of Santa Ana OCTA 12-Orange	Bishop Pacific-Sheldon Bicycle Boulevards. The project will construct Class III bicycle lanes with bulb outs, traffic circles, signage, pavement striping, and bicycle detection on Willits Street/Bishop Street from Raitt Street to Flower Street, on Sheldon Street from McFadden Avenue to 1st Street, and on Pacific Street from McFadden Avenue to 1st Street. (Statewide - ID 0760) (CEQA – NOE; 11/14/2014.) Outcome/Output: The project outcome will construct 2.5 miles of Class III bicycle lanes to provide a safer means of transportation for bicyclists.	12-2170U ATP/14-15 PS&E $70,000 1215000065	2013-14 108-0042 SHA 20.30.720.100	$70,000

2.5 Highway Financial Matters ***(Change to Project 37 only)***

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
2.5w.(2) Allocation Amendment - Active Transportation Program Projects			**Resolution FATP-1516-02** Amending Resolution FATP-1415-04	
47 $272,000 City of Santa Ana OCTA 12-Orange	Newhope-Civic Center-Grand Class II Bike Lanes. The project will construct Class II bicycle lanes on Newhope Street from McFadden Avenue to 1st Street, on Civic Center Drive from Bristol Street to Broadway, and on Grand Avenue from 21st Street to Fairhaven Avenue. (Statewide - ID 0751) (CEQA – NOE, 11/14/2014.) Outcome/Output: The project outcome will construct 2.5 miles of Class II bicycle lanes to provide a safer separation between bicyclists and pedestrians on the sidewalk.	12-2170V ATP/14-15 CON $272,000 1215000069	2013-14 108-0042 SHA 20.30.720.100	$272,000
48 $300,000 City of Santa Ana OCTA 12-Orange	Complete Streets Plan. The project will retain a consultant to help develop complete street plans on the 5th Street, Raitt Street, Orange Avenue, Bishop Street, and St. Andrews Place street corridors. (Statewide - ID 0752) (CEQA – NOE, 11/14/2014.) Outcome/Output: The project outcome will improve conditions for alternative transportation modes and enhance mobility, access, and safety along these five street corridors.	12-2170W ATP/14-15 CON $300,000 1215000068	2013-14 108-0042 SHA 20.30.720.100	$300,000

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Tab 55

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT PROJECTS RESOLUTION MFP-15-01, AMENDING RESOLUTION MFP-10-17**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution MFP-10-17 to revise the Budget Year Authority for the Implement Intelligent Transportation System (ITS) project (PPNO 3173) in Yolo County.

BACKGROUND:

At its May 2011 meeting, the Commission approved $300,000 for the Sacramento Area Council of Governments (SACOG) Implement ITS project under Budget Year Authority 2009-10. In June 2014, SACOG received a time extension for the period of project completion. Under the Commission's Timely Use of Funds policy, SACOG had until January 31, 2015 to expend the allocated amount followed by 180 days to submit all final invoices. However, because the allocation was made with the Budget Year Act of 2009-10, the state budget authority lapsed on June 30, 2015.

SACOG anticipated a project completion date of January 31, 2015.

The Department is recommending the Commission to revise the original allocation to move the remaining balance of $300,000 to the Budget Act of 2014-15 to allow the local agency to be reimbursed for the final invoice in the amount of $300,000. The necessary changes are reflected in strikethrough and bold on the attached vote list.

FINANCIAL RESOLUTION

Be it Resolved, that the original allocation of $300,000 for the Implementation ITS project, originally approved under Resolution MFP-10-17, Budget Act Item 2660-101-0046, is hereby amended to show $300,000 under the Budget Act of 2014-15 in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Dist-PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type	Amount by
2.6a.(1)	**Allocation Amendment - Locally Administered STIP Transit Projects**			**Resolution MFP-15-01** Amending Resolution MFP-10-17
1 $300,000 ASUCD Unitrans SACOG 03-Sacramento	**Implement Intelligent Transportation System (ITS)** Implement automatic vehicle location, automatic passenger counter, computer aided dispatching and other ITS elements. Outcome/Output: Improve on-time performance and reduce transit vehicle emissions. **Amend Resolution MFP-10-17 to move the remaining balance of $300,000 to Budget Year Authority 2014-15.**	03-3173 RIP / 10-11 CONST $300,000 0300020713 S T290TA	2009-10 101-0046 PTA 30.10.070.625 **2014-15** **101-0046** **PTA** **30.10.070.625**	~~$300,000~~ **$0** **$300,000**

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Tab 56

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT PROJECTS RESOLUTION MFP-15-02, AMENDING RESOLUTION MFP-10-23**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution MFP-10-23 to revise the Budget Year Authority for the Daly City BART Station Improvements project (PPNO 1003J) in San Mateo County.

BACKGROUND:

At its June 2011 meeting, the Commission approved $900,000 in Fiscal Year 2010-11 for the Daly City BART Station Improvements project under Budget Year Authority 2009-10. In November 2011, the Bay Area Rapid Transit District (BART) awarded a 3rd party contract. Under the Commission's Timely Use of Funds policy, BART had until November 29, 2014, to expend the allocated amount and complete construction followed by 180 days to submit final invoices to the Department. However, because the allocation was made with the Budget Act of 2009-10, the state budget authority lapsed on June 30, 2015.

BART anticipated project completion date of November 29, 2014.

The Department is recommending the Commission to revise the original allocation to move the remaining balance of $127,091 to Budget Act of 2014-15, to allow the local agency to be reimbursed for the final invoice in the amount of $127,091. The necessary changes are reflected in strikethrough and bold on the attached vote list.

FINANCIAL RESOLUTION

Be it Resolved, that the original allocation of $900,000 for the Daly City BART Station Improvements project (PPNO 1003J), originally approved under Resolution MFP-10-23, Budget Act Item 2660-101-0046 is hereby amended to show $772,908 under the Budget Act of 2009-10 and $127,091 under the Budget Act of 2014-15 in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Dist-PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type	Amount by
2.6a.(2)	**Allocation Amendment - Locally Administered STIP Transit Projects**			**Resolution MFP-15-02** Amending Resolution MFP-10-23
1 $900,000 Bay Area Rapid Transit District BART 04-San Mateo	**Daly City BART Station Improvements** Perform station improvements that consist of multimodal signage installation, replacement of bicycle lockers and upgrades to existing shuttle stops. Outcome/Output: Improve safety and access to and from the station. **Amend Resolution MFP-10-23 to move the remaining balance of $127,091 to Budget Year Authority 2014-15.**	04-1003J RIP/11-12 CONST $900,000 0400021159 S R299TA	2009-10 101-0046 PTA 30.10.070.625 **2014-15** **101-0046** **PTA** **30.10.070.625**	~~$900,000~~ **$772,908** **$127,091**

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Tab 57

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT PROJECTS RESOLUTION MFP-15-03, AMENDING RESOLUTION MFP-10-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution MFP-10-12 to revise Budget Year Authority for the Anaheim Regional Transportation Intermodal Center project (PPNO 9552) in Orange County.

BACKGROUND:

At its January 2011 meeting, the Commission approved $29,219,000 in Fiscal Year 2010-11, for the City of Anaheim's (City) Regional Transportation Intermodal Center project under Budget Act of 2009-10. In August 2011, the City received a time extension for the period of contract award and awarded a 3rd party contract on September 11, 2012. Under the Commission's Timely Use of Funds policy, the City has until September 11, 2015 to expend the allocated amount and complete construction. However, because the allocation was allocated with Budget Act of 2009-10, the state budget authority lapsed on June 30, 2015. The City anticipates project completion by September 2015 and submittal of the final invoice within the 180 days allowed under the State Transportation Improvement Program (STIP) guidelines.

The Department is recommending the Commission to revise the original allocation to move the remaining balance of $1,467,701 to the Budget Act of 2014-15, to allow the local agency to be reimbursed for the final invoice in the amount of $1,467,701. The necessary changes are reflected in strikethrough and bold on the attached vote list.

FINANCIAL RESOLUTION

Be it Resolved, that the original allocation of $29,219,000 for the Anaheim Regional Transportation Intermodal Center project (PPNO 9552), originally approved under Resolution MFP-10-12, Budget Act Item 2660-101-0046 is hereby amended to show $27,751,299 under Budget Year Authority 2009-10 and $1,467,701 under the Budget Act of 2014-15 in accordance with the attached revised vote list.

Attachment

2.6 Rail and Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Dist-PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type	Amount by Fund Type
2.6a.(3)	**Allocation Amendment - Locally Administered STIP Transit Projects**			**Resolution MFP-15-03** Amending Resolution MFP-10-12
1 $29,219,000 City of Anaheim OCTA 12-Orange	**Anaheim Regional Transportation Intermodal Center (ARTIC)** Construction of a new multimodal terminal center, surface parking and an above grade passenger concourse bridge. Outcome/Output: New center will provide an additional 900 parking spaces to meet service demand and serve as the regional transportation hub for future high speed rail services. **Amend Resolution MFP-10-12 to move the remaining balance of $1,467,701 to Budget Year Authority 2014-15.**	12-9552 RIP / 10-11 CONST $29,219,000 1200020213 S R270TA	2009-10 101-0046 PTA 30.10.070.625 **2014-15** **101-0046** **PTA** **30.10.070.625**	~~$29,219,000~~ **$27,751,299** **$1,467,701**

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Tab 58

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6a.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT PROJECTS RESOLUTION MFP-15-04, AMENDING RESOLUTION MFP-10-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution MFP-10-09 to revise Budget Year Authority for each project on the attached document.

BACKGROUND:

At its November 2010 meeting, the Commission approved a total of $13,500,000 in Fiscal Year 2010-11, for the two locally-administered transit projects identified on the attachment.

The Department is recommending the Commission to revise the original allocation to move the remaining balance of $5,079,044 to Budget Year Authority 2014-15, to allow the local agency to be reimbursed for the final invoices in the amount of $5,079,044. The necessary changes are reflected in strikethrough and bold on the attached vote list.

FINANCIAL RESOLUTION

Be it Resolved, that the original allocation of $13,500,000 for the two projects identified in the attachment, originally approved under Resolution MFP-10-09, Budget Act Item 2660-101-0046 is hereby amended to show the total amount of $8,420,956 under Budget Act of 2009-10 and $5,079,044 under the Budget Act of 2014-15 in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(4)	**Financial Allocation Amendments - STIP Transit Projects**			**Resolution MFP-15-04** Amending Resolution MFP-10-09
1 $12,000,000 Southern California Regional Rail Authority LACMTA 07-Los Angeles	**Antelope Valley Line Sealed Corridor**. Construction of safety improvements at two crossings and pedestrian safety improvements at up to eight additional crossings. Outcome/Output: Reduce collisions with the associated property damage, potential injuries, the loss of life, as well as reductions of delays to both train and street traffic. **Amend Resolution MFP-10-09 to transfer remaining balance of $3,901,182 to budget year authority FY 2014-15.**	07-4024 RIP/2010-11 CONST $12,000,000 0700020875 S R233TB	2009-10 101-0046 PTA 30.10.070.625 **2014-15** **101-0046** **PTA** **30.10.070.625**	~~$12,000,000~~ **$8,098,818** **$3,901,182**
2 ~~$1,500,000~~ **$1,499,990** Southern California Regional Rail Authority VCTC 07-Ventura	**Metrolink Systemwide Infrastructure Replacement and Upgrade**. Replace and upgrade various components of track, signals and communications systems that are near the end of its service life. Outcome/Output: Maintain infrastructure at a level that supports train operations and protect the public's investment of the Metrolink system. **Amend Resolution MFP-10-09 to transfer remaining balance of $1,177,862 to budget year authority 2014-15.**	07-2921 RIP/2010-11 CONST $1,500,000 0700020874 S R953TG	2009-10 101-0046 PTA 30.10.070.625 **2014-15** **101-0046** **PTA** **30.10.070.625**	~~$1,500,000~~ **$322,128** **$1,177,862**

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Tab 59

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION OMMISSSION

CTC Meeting: August 27, 2015

Reference No.: 2.9.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION TAA-14-04 AND RESOLUTIONS TFP-14-09 AND TFP-14-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution TFP-14-09, originally approved on June 25, 2015.

ISSUE:

At its June 2015 meeting, the Commission approved Resolution TFP-14-09 to reprogram $400,000 from Fiscal Year (FY) 2015-16 to 2016-17 for the State administered State Transportation Improvement Program (STIP) project Route 46 Widening – Segment 4A project (PPNO 3386C) in Kern County.

A technical correction is needed to update the funding fiscal year, which was not correctly reflected in the chart for the Route 46 Widening – Segment 4A project (PPNO 3386C) in the book item.

The required changes are reflected in bold on the attached document.

Attachment

State of California
DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015
Technically Corrected August 27, 2015
Reference No.: 2.1a.(20)/2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - PROJECT AND ALLOCATION AMENDMENT**
RESOLUTION TAA-14-04, AMENDING TAA-06-59
RESOLUTION TFP-14-09, AMENDING RESOLUTIONS TFP-14-07 AND TFP-06-23

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Traffic Congestion Relief Program (TCRP) Project 113 – Route 46 Expressway in Kern County, and re-allocate previously allocated funds.

ISSUE:

The overall project is being delivered in four segments; Segment 1 (PPNO 3386), Segment 2 (PPNO 3380A), Segment 3 (PPNO 3386A), and Segment 4A (PPNO 3386C). The Kern Council of Governments and the Department are requesting to amend TCRP Project 113 – Route 46 Construct Expressway to:

- Allocate $170,000 of previously de-allocated construction close out savings (May 2015 Commission Meeting) from Segment 3 (PPNO 3386A) to Segment 4A (PPNO 3386C).
- De-allocate $1,459,000 TCRP close-out savings from Segment 2 Right of Way.
- Reprogram the combined savings above ($1,629,000 total) to Segment 4A as follows: $138,000 to Right of Way, $1,301,000 to construction and $190,000 to construction support and re-allocate when the components are ready.

BACKGROUND:

The project scope is to convert Route 46 to a four-lane expressway near Wasco, from the San Luis Obispo County line to Kecks Road. The overall project is being delivered in four segments: Segment 1 (PPNO 3386), Segment 2 (PPNO 3380A), Segment 3 (PPNO 3386A) and Segment 4A (PPNO 3386C). The Commission allocated a total of $7,570,000 in TCRP to the project. Segments 1, 2, and 3 are complete and open to traffic. Segment 4A is currently in Design.

Through the Design process the impact to Right of Way increased, resulting in increased workload and increased Right of Way costs. There was insufficient Right of Way staff to handle the added demand, resulting in a delay. In addition, a construction cost increase was identified for relinquishment mitigation. The revised Right of Way costs identified during Design will be funded by federal Demo funds. The TCRP savings along with increased federal Demo funding allows the project to remain fully funded. The amendment to reprogram and allocate savings addresses the increased Right of Way and construction costs.

There is a concurrent STIP amendment for approval on the Commissions June agenda, to delay Segment 4A construction programming from Fiscal Year (FY) 2015-16 to FY 2016-17.

The changes described above are tabulated on the following pages.

REVISE: TCRP Project 113 – Route 46 construct Expressway; Route 46 Expressway Near Wasco, from the San Luis Obispo County line to Kecks Road

a) - Segment 2 construction contract (PPNO 3380A)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	3,910	3,910								991	1,619		1,300
Change	0	0								0	0		0
Proposed	3,910	3,910								991	1,619		1,300
IIP													
Existing	12,819	12,819						235	6,355	1,130	1,582	650	2,867
Change	0	0						0	0	0	0	0	0
Proposed	12,819	12,819						235	6,355	1,130	1,582	650	2,867
TCRP (Committed)													
Existing	3,231	3,231						2,281		300		650	
Change	0	0						0		0		0	
Proposed	3,231	3,231						2,281		300		650	
Demo													
Existing	50,275	50,275						17,110	32,000		600	100	465
Change	0	0						0	0		0	0	0
Proposed	50,275	50,275						17,110	32,000		600	100	465
Total													
Existing	70,235	70,235						19,626	38,355	2,421	3,801	1,400	4,632
Change	0	0						0	0	0	0	0	0
Proposed	70,235	70,235						19,626	38,355	2,421	3,801	1,400	4,632

b) Segment 4A (PPNO 3386C) Route 46 in and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes (PPNO 3386C)*

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Kern	6	3386C	44254	CO	2015-16	30.5	33.5	46

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Kern Council of Governments
Project Title:	Route 46 Widening - Segment 4A
Location	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5.
Description:	Widen from 2 to 4 lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	6,280	2,180		4,100	0			900	3,500		980	300	600
Change	0	0		(4,100)	4,100			0	0		0	0	0
Proposed	6,280	2,180		**0**	**4,100**			900	3,500		980	300	600
IIP													
Existing	400			400	0						400		
Change	0			**(400)**	**400**						0		
Proposed	400			**0**	**400**						400		
Demo													
Existing	24,600	7,850		16,750	0			3,600	14,000		3,050	1,200	2,750
Change	10,104	0		(12,258)	22,362			4,492	5,202		0	0	410
Proposed	**34,704**	7,850		**4,492**	**22,362**			**8,092**	**19,202**		3,050	1,200	**3,160**
TCRP (Committed)													
Existing	0			0	0			0	0				0
Change	1,629			138	1,491			138	1,301				190
Proposed	**1,629**			**138**	**1,491**			**138**	**1,301**				**190**
Total													
Existing	31,280	10,030		21,250	0			4,500	17,500		4,430	1,500	3,350
Change	11,733	0		(16,620)	28,353			4,630	6,503		0	0	600
Proposed	**43,013**	10,030		**4,630**	**28,353**			**9,130**	**24,003**		4,430	1,500	**3,950**

(Note: Change for technical is to move $400k IIP from FY 15-16 to FY 16-17 in accordance with the STIP Amendment 14S-25 approved at the Commission's June 2015 meeting.)

RESOLUTION TAA-14-04
RESOLUTION TFP-14-09

Resolved, with all conditions stipulated still in effect, the California Transportation Commission (Commission) hereby revises Traffic Congestion Relief Program (TCRP) Project 113 to reflect the changes described above; and

Be it further Resolved, that the Commission hereby approves a corresponding allocation amendment transferring previously allocated funds in accordance with the attached vote box; and

Be it further Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation. Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

Attachment

Tab 60

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 3.6
Action

From: WILL KEMPTON
Executive Director

Subject: **PROPOSITION 1B SEMI-ANNUAL STATUS REPORT**

ISSUE:
Should the California Transportation Commission (Commission) approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance?

RECOMMENDATION:

Commission staff recommends that the Commission approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance.

BACKGROUND:
Senate Bill 88 designates the Commission as the administrative agency for the Proposition 1B funded Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, Traffic Light Synchronization Program, Highway Railroad Crossing Safety Account, Local Bridge Seismic Retrofit Account, and State & Local Partnership Program. As the administrative agency, the Commission is required to report on a semiannual basis to the Department of Finance on the progress of the projects in these proposition 1B programs. The purpose of the report is to ensure that the projects are being executed in a timely manner and within the approved scope and budget.

The Proposition 1B Semi-Annual Status Report, issued in July of each year, and the Commission's Annual Report, issued in December, provide the reports mandated by Senate Bill 88.

Attached is the proposed Proposition 1B Semi-Annual Report. Upon Commission approval, the attached report will be submitted to the Department of Finance with the current Proposition 1B Quarterly Reports presented at the June 2015 Commission Meeting.

Attachments

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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August 27, 2015

Ms. Diana Antony
Manager, Bond Accountability
Department of Finance
Office of State Audits and Evaluations
300 Capitol Mall, Suite 801
Sacramento, CA 95814

Dear Ms. Antony:

Senate Bill 88 designates the California Transportation Commission (Commission) as the administrative agency for the Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, State Transportation Improvement Program (STIP)Augmentation and State Highway Operation & Protection Program (SHOPP) funded by Proposition 1B funds. As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B programs. The purpose of the report is to report whether the projects are executed in a timely manner and within the approved scope and budget.

In accordance with Senate Bill 88, the Commission has prepared the attached Proposition 1B Semi-Annual Status Report (Report). The Report provides an overview of the status of the Proposition 1B Programs for which the Commission is the administrative agency, as well as an analysis of the key issues impacting the programs at this time. In addition, as the administrative agency, the Commission requires recipient agencies to report on the activities and progress made toward the implementation of the bond funded projects on a quarterly basis. The most recent quarterly reports are also attached for your information.

If you have any questions, please contact the Commission's Chief Engineer Stephen Maller at (916) 653-2070.

Sincerely,

WILL KEMPTON
Executive Director

Attachments

cc: Malcolm Dougherty, Director, Department of Transportation
Kurt Scherzinger, Bond Program Manager, Department of Transportation

CALIFORNIA TRANSPORTATION COMMISSION

Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report
July 2015

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BACKGROUND

Proposition 1B, approved by the voters in November 2006, authorized the issuance of $19.925 billion in State general obligation bonds for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. These transportation programs included the Corridor Mobility Improvement Account (CMIA), State Route 99 (SR 99) Corridor Account, Trade Corridors Improvement Fund (TCIF), State Transportation Improvement Program (STIP) Augmentation, State Highway Operations and Protection Program (SHOPP), Traffic Light Synchronization Program (TLSP), Highway-Railroad Crossing Safety Account (HRCSA), Local Bridge Seismic Retrofit Account (LBSRA), and State & Local Partnership Program (SLPP). Consistent with the requirements of Proposition 1B, the Commission programs and allocates bond funds in each of the above mentioned programs.

Clarifying legislation to Proposition 1B, Senate Bill 88 (SB 88), enacted in 2007, includes implementation and accountability requirements for Proposition 1B projects and further defines the role of the Commission as the administrative agency for the Proposition 1B programs. SB 88 requires the Commission to report to the Department of Finance, on a semiannual basis, on the progress of the projects in these Proposition 1B programs. This report, as well as the Commission's Annual Report issued in December of each year, satisfy the reporting requirements of SB 88.

To date, the Commission has programmed all $12.025 billion of the Proposition 1B funds within its purview. The Commission has allocated $11.4 billion of the programmed Proposition 1B funds, to construction ready projects.

Construction Cost Trends

Lower construction cost trends continued in Fiscal Year 2014-15. The Department of Transportation (Department) received on average 5.4 bids per advertised contract, slightly lower than the prior fiscal year. The average low bid was 7.8% below the Engineer's Estimate for Fiscal Year 2014-15 versus 8.6% below the Engineer's Estimate for Fiscal Year 2013-14.

Close-Out Phase

With almost all of the Proposition 1B funds allocated and most of the allocated bond projects under construction, the Commission continues to monitor the progress of the projects through the close-out phase of the program. As projects are completed, the Commission is working with Caltrans and project sponsors to determine the degree to which benefits identified at the time of programming are achieved. Although, for many of the projects, the benefits will not be immediately identifiable, the Commission will continue to monitor and require that the project sponsor report the benefits achieved over time. In addition, the Commission will continue to consult with Caltrans ensuring that Caltrans' annual audit plan encompasses audits of completed bond funded projects.

PROGRAM SPECIFIC UPDATES

Corridor Mobility Improvement Account (CMIA)

Proposition 1B authorized $4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account. Funds in the CMIA are available for performance improvements on the state highway system, or major local access routes to the state highway system, that relieve congestion by expanding capacity, enhance operations, or otherwise improve travel times within highly congested travel corridors.

In February 2007, the Commission programmed 54 projects valued at $9.1 billion using $4.5 billion in bond funds that leveraged another $4.6 billion in federal, state and local funds. In delivering the CMIA program, the Commission successfully capitalized on cost savings realized at construction contract award and recycled the savings to grow the program to 90 projects valued at $12.3 billion. The Commission delivered the CMIA Program within the statutory December 31, 2012 project award delivery deadline. Due to complexity, timing and construction phasing, some of the 90 projects were split resulting in 129 discrete construction projects.

Consistent with the Proposition 1B savings policy approved in January 2014, the Commission in June 2015 swapped approximately $72 million in CMIA project close-out and administrative savings with an equal amount of STIP funds on six projects that are eligible to receive CMIA program funds. This action freed up State Highway Account capacity to fund SHOPP projects. As CMIA projects are completed and final close-outs are done, the Department will continue to capture CMIA fund savings, if any, and will continue to swap the CMIA funds with STIP funds to maximize State Highway Account capacity.

As of June 30, 2015, 77 projects in the CMIA program have completed construction with 51 of these having submitted Final Delivery Reports to the Commission.

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State Route 99 (SR 99) Corridor Account

Proposition 1B authorized $1 billion in general obligation bond proceeds to be deposited in the SR 99 Corridor Account. Funds in the SR 99 Corridor Account are for safety, operational enhancements, rehabilitation, or capacity improvements on SR 99. The SR 99 traverses approximately 400 miles of the state's central valley. In total, there are 23 SR 99 Corridor Account projects. Due to complexity, timing and construction phasing, some of the SR 99 corridor projects were split, resulting in 27 discrete construction projects. The Commission capitalized on contract award savings and recycled the savings to grow the program to a current value of more than $1.3 billion.

As of June 30, 2015, 13 projects in the SR 99 program have completed construction with 5 of these submitting Final Delivery Reports to the Commission.

Trade Corridors Improvement Fund (TCIF)

Proposition 1B authorized $2 billion of state general obligation bonds for the Trade Corridors Improvement Fund. Funds in the TCIF are available for infrastructure improvements along federally designated "Trade Corridors of National Significance" in California or along other corridors within the state that have a high volume of freight movement. Acknowledging that the freight infrastructure needs of the state far exceed the $2 billion provided under Proposition 1B, the Commission supported a strategy to increase TCIF funding by $500 million from the State Highway Account via the SHOPP Program to fund state-level priorities that are critical to goods movement. In April 2008, the Commission adopted a program approximately 20 percent larger than the $2.45 billion available ($50 million was reserved for program administration). The 20 percent over programming assumed that new revenue sources would become available and would be dedicated to funding the adopted program. Unfortunately, new revenue sources to address the 20 percent over programming never materialized. The Corridor Coalitions diligently addressed the over programming and achieved the $2.45 billion program funding level by using project award savings as well as by removing projects from the program.

There are currently 87 projects in the TCIF program valued at over $7 billion. Out of the 87 projects in the program, 22 have completed construction with 9 of these submitting Final Delivery Reports to the Commission. The Commission continues to work with the coalitions and project sponsors to recapture cost savings at construction contract award and/or close out and redirect the savings to new projects that meet the TCIF criteria.

As of June 30, 2015, the Commission allocated $2.4 billion ($1.91 billion in TCIF Bond and $0.490 billion in TCIF SHOPP) out of the $2.45 billion available, leaving $50 million available for future allocations. In FY 2014-15 the Commission allocated $56.5 million to eight projects in the TCIF program.

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Traffic Light Synchronization Program (TLSP)

Proposition 1B authorized $250 million for the Traffic Light Synchronization Program. The TLSP is subject to the provisions of the Government Code Section 8879.23(k) (2) that require Caltrans to develop a program for traffic light synchronization or other technology-based improvements to safety and the effective operation of local streets and roads.

Government Code Section 8879.64(b), added by Senate Bill (SB) 88, directed that $150 million from the TLSP Program be allocated to the City of Los Angeles for upgrading and installing traffic signal synchronization within its jurisdiction. SB 88 also designated the Commission as the administrative agency responsible for programming the funds and authorized it to adopt guidelines for the TLSP program.

On May 28, 2008, the Commission adopted a $245 million TLSP program ($5 million was reserved for program administration), programming 22 traffic light synchronization projects totaling $147 million for the City of Los Angeles and $98 million for 59 additional traffic light synchronization projects for other agencies throughout the state.

As of June 30, 2015, the Commission allocated $237 million in bond funds for TLSP projects. Of the 81 projects include in the TLSP Program, 3 remain unallocated, 64 have completed construction with 40 of these submitting Final Delivery Reports to the Commission.

Highway-Railroad Crossing Safety Account (HRCSA)

Proposition 1B authorized $250 million for the Highway-Railroad Crossing Safety Account program to fund the completion of high-priority grade separation and railroad crossing safety improvements. A total of $245 million in HRCSA funds ($5 million was reserved for program administration) were made available for allocation by the Commission, upon appropriation by the Legislature.

The HRCSA program has two parts as follows:

Part 1 - Government Code Section 8879.23(j)(1) provides $150 million (less $3 million reserved for program administration) for projects on the priority list established by the Public Utilities Commission (PUC) pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code.

Part 2 - Government Code Section 8879.23(j)(2) provides $100 million (less $2 million reserved for program administration) for high-priority railroad crossing improvements that are not part of the PUC priority list process.

There are currently 37 projects programmed in the HRCSA program valued at $1.3 billion. Of the 37 projects included in the program, one remains unallocated and 15 have completed construction and submitted Final Delivery Reports to the Commission.

As of June 30, 2015, the Commission allocated a total of $225 million to both Part 1 and 2 of the HRCSA Program, leaving $20 million available for future allocations.

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Local Bridge Seismic Retrofit Account (LBSRA)

Proposition 1B authorized $125 million for the Local Bridge Seismic Retrofit Account. The LBSRA funds provide the 11.5 percent required match for federal Highway Bridge Program funds available to the state for seismic retrofit work on local bridges, ramps and overpasses, as identified by Caltrans.

In April 2007, Caltrans identified 479 local bridges as eligible to receive LBSRA funds. The 479 local bridges were those bridges remaining from the local bridges initially identified as needing seismic retrofit under the Local Bridge Seismic Retrofit Program (LBSRP) funded with Federal Highway Bridge Funds programmed and allocated by the Commission. Subsequently, Caltrans and local agencies revised the list of eligible bridges to 385.

The Commission allocates LBSRA funds to Caltrans for sub-allocation to Local Agencies. As of June 30, 2015, the Commission allocated $74.2 million and Caltrans sub-allocated $46 million in LBSRA funds to Local Agencies. In fiscal year 2014-15 the Commission allocated $7 million and Caltrans sub-allocated $1.1 million in LBSRA funds to Local Agencies for 5 eligible projects.

Progress of LBSRA projects is tracked by Caltrans on the federal fiscal year since 88.5% of funds used to retrofit local bridges are federal Highway Bridge Program funds. Funds not sub-allocated by the end of the federal fiscal year revert back to the LBSRA for re-allocation by the Commission.

As of June 30, 2015, of the 385 local bridges eligible to receive LBSRA funds, all have completed their retrofit strategy development stage, 68 are in the design stage, 70 are under construction, and 247 were seismically retrofitted.

State Local Partnership Program Account (SLPP)

Proposition 1B authorized $1 billion to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency.

In 2008, the Legislature enacted implementing legislation (AB 268, Chapter 756, Statutes of 2008) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code. This statute defined the program, eligibility of applicants, projects and matching funds. The program was split into two sub-programs – a formula program to match local sales tax, property tax and/or bridge tolls (95 percent or $950 million) and a competitive program to match local uniform developer fees (five percent or $50 million).

A total of $981 million was programmed and allocated throughout the five-year program ending June 30, 2013 ($19 million was reserved for program administration). With the end of the program, the Commission's role is now directed to project delivery and

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accountability. No further allocations will be made from the SLPP Account. As of June 30, 2015, 185 projects (133 formula and 52 competitive) have completed construction, with 140 (94 formula and 46 competitive) of these submitting Final Delivery Reports to the Commission.

Intercity Rail Improvement (IRI) Program

Proposition 1B authorized, through the Public Transportation Modernization, Improvement, and service Enhancement Account, $400 million for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of intercity passenger railcars and locomotives. There are currently 17 projects in the IRI program. As of June 2015, the Commission has allocated $307 million to 15 projects, five of these projects have been completed.

ACCOUNTABILITY

In clarifying legislation to Proposition 1B, on August 24, 2007, the Governor signed into law Senate Bill 88 (SB 88) which designates the Commission as the administrative agency for the CMIA, SR99, TCIF, STIP Augmentation, SLPP, LBSRA, HRCSA, and SHOPP Augmentation funded Proposition 1B programs. SB 88 imposes various requirements for the Commission relative to adopting guidelines, making allocations of bond funds, reporting on projects funded by the bond funds, and ensuring that the required bond project audits of expenditures and outcomes are performed.

In addition, Executive Order S-02-07, issued by Governor Arnold Schwarzenegger on January 24, 2007, significantly increases the Commission's delivery monitoring responsibility for the bond funded projects. Specifically, the Commission is required to develop and implement an accountability plan, with primary focus on the delivery of bond funded projects within their approved scope, cost and schedule.

A key element of the Commission's responsibility for accountability as an administrative agency for specific bond programs is submitting reports to the Department of Finance on a semiannual basis. The purpose of these reports is to ensure that projects are proceeding on schedule and within their estimated cost. As part of its Accountability Implementation Plan, the Commission requires bond fund recipients to report to the Commission on a quarterly basis. These reports are reviewed by the Commission and posted on the Bond Accountability website. In addition, the Commission prepares the Semi-Annual Proposition 1B Status Report and the Annual Report to the Legislature, which includes the status of the Proposition 1B Programs.

Another key element of bond accountability is the audit of bond project expenditures and outcomes. Specifically, the Commission is required to develop and implement an accountability plan which includes provisions for bond audits. Under the Executive Order, expenditures of bond proceeds shall be subject to audit to determine whether the expenditures made from bond proceeds:

- Were made according to the established front-end criteria and processes.
- Were consistent with all legal requirements.

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- Achieved the intended outcomes.

The Commission's Accountability Implementation Plan includes provisions for the audit of bond projects. In order to ensure that the Commission is meeting the auditing requirements as the administrative agency, as mandated by SB 88 and the Governor's Executive Order, the Department is performing the required audits on behalf of the Commission. The Department in consultation with the Commission develops annually the Audit Plan for the Proposition 1B Bond Program.

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 61

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.21
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM RESOLUTION ICR1B-P-1516-01, AMENDING RESOLUTION ICR1B-P-1415-03**

RECOMMENDATION:

The California Department of Transportation (Department) requests the California Transportation Commission (Commission) amend Resolution ICR1B-P-1415-03 to deallocate $823,000 in Proposition 1B Intercity Rail Improvement (IRI) funds for the Wireless Network for Northern California IPR Fleet project.

ISSUE:

The Department requests that the following actions be taken with the Proposition 1B IRI Program:

- Modify the Wireless Network for Northern California IPR Fleet project and de-allocate $823,000 in project savings. The project has been completed for a total program amount of $2,927,000.

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 in the revised Proposition 1B Intercity Rail Projects list.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)

Project/Description	Corridor	Funding Request
Procurement of Locomotives, Railcars, and Install On-board Information System: [1] Purchase bi-level intercity railcars and locomotives, and install OBIS on existing and new railcars.	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	$ 31,992,000
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	$ 28,900,000
San Onofre to Pulgas Double Track Project – Phase 2: [1] Design and engineering for Phase 2.	Pacific Surfliner	$ 1,100,000
Northern California 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~~ **$ 2,927,000**
Raymer to Bernson Double Track: [1] Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	$ 16,800,000
Van Nuys North Platform: [1] 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	$ 6,151,000
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	$ 3,445,000
Capitol Corridor Track, Bridge, and Signal Upgrade Project: [1] Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	$ 1,305,000
SCRRA Sealed Corridor: [1] Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	$ 2,782,000
Ventura County Sealed Corridor: [1] Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	$ 218,000
SUB-TOTAL ALL PROJECTS		$ ~~392,050,000~~ $ **391,227,000**
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc.[2]		$ 7,843,000
Unallocated Project Savings		~~$ 107,000~~ **$ 930,000**
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
Procurement of Locomotives, Railcars, and Install On-board Information System: [1] Purchase bi-level intercity railcars and locomotives, and install OBIS on existing and new railcars.	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	$ 31,992,000
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	$ 28,900,000
San Onofre to Pulgas Double Track Project – Phase 2: [1] Design and engineering for Phase 2.	Pacific Surfliner	$ 1,100,000
Northern California 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	$ 2,927,000
Raymer to Bernson Double Track: [1] Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	$ 16,800,000
Van Nuys North Platform: [1] 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	$ 6,151,000
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	$ 3,445,000
Capitol Corridor Track, Bridge, and Signal Upgrade Project: [1] Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	$ 1,305,000
SCRRA Sealed Corridor: [1] Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	$ 2,782,000
Ventura County Sealed Corridor: [1] Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	$ 218,000
	SUB-TOTAL ALL PROJECTS	$ 391,227,000
	Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc.[2]	$ 7,843,000
	Unallocated Project Savings	$ 930,000
	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-1516-01,
Amending Resolution ICR1B-P-1415-03

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.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 62

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.4
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **APPROVAL OF THE CAPITAL IMPROVEMENT PLAN ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the Capital Improvement Plan (CIP). This item was presented for information at the Commission meeting on June 25, 2015.

ISSUE:

The CIP is the basis for the biennial Aeronautics funding program, which consists of the airport development and airport land use compatibility plan (ALUCP) projects selected by the Department's Division of Aeronautics based on a priority matrix, which is then adopted by the Commission for State funding. The 2016 Aeronautics funding program will come before the Commission for adoption in late spring of 2016, if funding permits.

The CIP is an element of the overall California Aviation System Plan (CASP) as the underpinning of the California Aid to Airports Program. This CIP contains 2,080 airport development projects and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of $ 3.21 billion. Regional Transportation Planning Agencies and Airport Land Use Commissions are encouraged to coordinate with airport sponsors to update ALUCP documents. The funding split is 2.9 percent for State funding participation ($92.7 million), 88.1 percent for federal-only funding ($2.83 billion), and 9.0 percent for the local match participation ($287.9 million). Of the total $3.21 billion, 57.2 percent ($1.84 billion) is for commercial service primary airports, 2.3 percent ($74.6 million) is for commercial service non-primary airports, 17.4 percent ($557.0 million) is for reliever airports, and 22.2 percent ($713.1 million) is for general aviation airports, which are all part of the National Plan of Integrated Airport Systems (NPIAS). The remaining 0.9 percent ($27.3 million) is for general aviation airports that are not in the NPIAS (non-NPIAS).

The CIP also integrates the General Aviation System Needs Assessment (GASNA) element as part of the CASP. The GASNA is a list of fiscally unconstrained airport improvement projects recommended from the perspective of the Department instead of airport sponsors. The recommended projects are those the Department considers to be of greatest benefit to improving the safety, capacity, and

capability of the statewide system of public-use airports, as well as an airport itself. A broader discussion of the GASNA is provided in the attached Executive Summary of the CIP.

BACKGROUND:

The CIP element of the CASP is required by California Public Utilities Code, Sections 21702–21706, as a ten-year capital improvement plan for each eligible airport and is updated every two years. The Department's Division of Aeronautics develops the State's CIP in collaboration with Regional Transportation Planning Agencies, airport sponsors, and the Federal Aviation Administration for projects at public-use, publicly owned airports. A priority matrix is used to select projects from the CIP based on safety first, capability improvements that enhance system capacity second, and security enhancements third. A project must be in the CIP in order to obtain State funding.

Attachment
Executive Summary

EXECUTIVE SUMMARY

The California Aviation System Plan (CASP) is a multi-element plan prepared by the California Department of Transportation (Department), Division of Aeronautics (Division), with the goal of developing and preserving a system of airports to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the State of California.

The California Public Utilities Code (PUC), Section 21702–21706, of the State Aeronautics Act (SAA) requires that the CASP include as one of its elements the Capital Improvement Plan (CIP). The CIP is a ten-year compiled listing of capital projects submitted to the Department for inclusion in the CASP predominantly based on general aviation airport master plans or other comparable long-range planning documents. The CIP allows the Departments' partners to actively participate and assist in the coordination of its ongoing, statewide, aviation system planning and project funding effort. The CIP is updated biennially (every two years) in accordance with PUC, Section 21704.

Biennial updates to the CIP provide the basis for the development of the funding program, which consists of airport Acquisition and Development (A&D) and Airport Land Use Compatibility Plan (ALUCP) projects selected by the Department based on a priority matrix. The California Transportation Commission adopts the Aeronautics Program from the projects listed in the CIP. Therefore, projects must be listed in the CIP to obtain State funding. The CIP is published every odd year, and the Aeronautics Program, based on the CIP, is adopted every even year.

The list of projects shown in the CIP is contained in a database that includes the capital needs for California's publicly owned, public-use airports. The CIP serves as an unconstrained fiscal estimate for current and future airport development projects desired by the airport sponsors and for funding airport land use compatibility planning documents in California. Not all projects listed in the CIP will be programmed.

The Priority Ranking Matrix (see Appendix A) is used to rank projects for the upcoming fiscal three-year Aeronautics Program. The ranking is in order of State importance starting with the category of safety, followed by capability improvements that enhance system capacity, then security enhancements. Nearly all projects fit into these three categories.

Ground access projects, located outside of an airport's operations areas, are listed separately in the CIP and are not eligible for either federal Airport Improvement Program (AIP) or California Aid to Airports Program (CAAP) funds. Funding for these projects is typically from local agencies or the State transportation improvement program.

This airport CIP contains 2,080 airport A&D and ALUCP projects desired by airport sponsors with a fiscally unconstrained cost estimate of $ 3.21 billion. Regional

transportation planning agencies and airport land use commissions are encouraged to coordinate with airport sponsors to update ALUCP documents.

The Division promotes the development of an air transportation system of airports that will meet the majority of needs of the aviation community, air travelers, emergency relief, goods movement, fire suppression, law enforcement, medical response, and recreational services. The Division also uses technical expertise to spend State dollars wisely to provide sustainable aviation facilities to operate safely, economically, efficiently, and environmentally.

National Connection

The National Plan of Integrated Airport Systems (NPIAS) is a federal document that identifies airports that are significant to national air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) AIP.

Many of the projects listed in the CIP will be funded by federal AIP, CAAP AIP, and local funds. The State contribution is five percent of the federal grant amount. The broad aim of the AIP is to assist in the development of the nationwide system of public-use airports. The CIP represents California's participation in the nationwide effort. For more information and details of the AIP, refer to FAA Order 5100.38C entitled "Airport Improvement Program (AIP) Handbook." For more information on the NPIAS and FAA airport categories listed in this CIP, please refer to the FAA website: http://www.faa.gov/airports/planning_capacity/npias/.

California Aid to Airports Program

The purpose of the CAAP is to assist in establishing and improving a statewide system of safe and environmentally compatible airports for general aviation. The Department is attempting to synchronize the CAAP process with the federal programming process by creating a unified federal and State project request form. This coordination with FAA will reduce duplicative efforts and provide better service to the Department's customers, who are local airport sponsors, airport land use commissions, regional transportation planning agencies, the FAA, the aviation community, and the public.

All projects in the CIP are subject to the provisions of the SAA and the CAAP. In addition, the inclusion of an airport development project or an ALUCP in the CIP does not imply promise of funding or that the project complies with the National Environmental Policy Act or the California Environmental Quality Act.

Federal, State, and local sources fund airport capital improvement projects. Information on federal airport CIP funding can be found at the FAA's website: http://www.faa.gov/airports/aip/. State CAAP funding information is located in the "State Dollars for Your Airport" document found on the Division's website at http://www.dot.ca.gov/hq/planning/aeronaut/.

Ground Access Projects

The purpose of airport ground access projects is to optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities seek to provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users. Planning for ground access and public transportation to airports generally requires joint participation by airports, the private sector, local jurisdictions, transit agencies, the Department, congestion management agencies, and regional transportation agencies.

Airports are key assets to communities and regions for both the economy and the overall quality of life. Thus, ground access to airports is perceived to be a critical issue facing the aviation system. This includes improved access and improved intermodal connections.

This airport CIP contains information about ground access to airports; however, these projects are not funded by the State. Along with the requested airport projects, airport sponsors and regional transportation planning agencies provided information on various ground access projects, start dates, and costs.

General Aviation System Needs Assessment

The General Aviation System Needs Assessment (GASNA) is a living document that encourages airport improvement projects. The Division considers these projects important in order to improve the efficiency and safety of the overall system of airports in California. These projects may include runway extensions, widening, and pavement repairs, as well as visual aids, instrument approach procedures, automated weather observation systems, or fueling system upgrades or replacements. These types of projects benefit airport safety, capacity, and the capability of the statewide system of public-use airports. The Division requests that airport sponsors consider these types of projects as they compile their biennial CIP project list. Yearly updates on meeting these improvements can be viewed from the Division's GASNA Appendix IV Table Update webpage at: http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 63

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.22
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **AMENDMENT TO THE 2014 AERONAUTICS PROGRAM -ACQUISITION AND DEVELOPMENT AND AIRPORT IMPROVEMENT PROGRAM RESOLUTION G-15-20, AMENDING RESOLUTION G-15-16**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the 2014 Aeronautics Acquisition and Development (A&D) Program and the Airport Improvement Program (AIP) by moving $75,000 of Fiscal Year (FY) 2014–15 AIP savings to FY 2014–15 A&D Program funds.

ISSUE:

The Department's Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, Sections 21683 and 21706.

The Commission approved $3,968,000 for the A&D Program and approved $1,345,046 in lump sum allocation for the AIP. The Department sub-allocated $1,248,948 in AIP funding resulting in a savings of $96,098 in AIP funding. Therefore, the Department is requesting to transfer $75,000 of the AIP savings to the FY 2014–15 A&D Program, increasing the A&D Program from $3,968,000 to $4,043,000 and decreasing the AIP lump sum from $1,345,046 to $1,270,046 as reflected in the chart below.

Fiscal Year	A&D (originally programmed)	AIP* (originally programmed)	A&D (revised)	AIP (revised)
FY 2014–15	~~$3,968,000~~	~~$1,345,046~~	**$4,043,000**	**$1,270,046**
FY 2015–16	$1,296,000	1,000,000	$1,296,000	1,000,000

**NOTE: Original allocation for AIP was $550,000 in August 2014 (FDOA-2014-03) with another increase of $795,046 (FDOA-2014-04 and FDOA-2014-05) to $1,345,046 in December 2014. Original allocation for A&D was $3,968,000 in October 2014.*

BACKGROUND:

At the August 2014 meeting, the Commission adopted the AIP Aeronautics Program under FDOA-2014-04 and at the October 2014 meeting, the Commission adopted the Department's 2014 A&D Program under Resolution G-14-22. The 2014 A&D and AIP Aeronautics Program are two-year programs that include FY 2014–15 and FY 2015–16.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 64

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: August 27, 2015

Reference No.: 2.2c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katrina C. Pierce, Chief
Division of
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING 12-ORA-405, PM 9.3/24.2, 12-ORA-22, PM R0.7/R3.8, 12-ORA-22, PM R0.5/R0.7, 12-ORA-73, PM R27/27.8, 12-ORA-605, PM 3.5/R1.6, 07-LA-405, PM 0.0/1.2, 07-LA-605, PM R0.0/R1.2**
RESOLUTION E-15-50

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-15-50.

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 405 (I-405), State Route 22 (SR 22), State Route 73 (SR 73), and Interstate 605 (I-605) in Orange and Los Angeles counties. Construct roadway and interchange improvements on a portion of I-405 between the cities of Huntington Beach and Irvine (PPNO 5054)

This project in Orange and Los Angeles Counties will construct improvements on the mainline freeway and interchanges on Interstate 405 between State Route 73 and Interstate 605. The project is fully funded. The total estimated cost is $1,782,050,000 for capital and support. The project is programmed in the 2014 State Highway Operation and Protection Program for $82,050,000. The balance is funded with federal and local dollars. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include: aesthetics, community impacts, noise, geology and soils, water quality, biological resources, and traffic.

Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures with the exception of aesthetics and community impacts, causing a Statement of Overriding Considerations to be prepared for the project. As a result, an FEIR was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
12-Ora-405, PM 9.3/24.2, 12-Ora-22, PM R0.7/R3.8, 12-Ora-22, PM R0.5/R0.7,
12-Ora-73, PM R27/27.8, 12-Ora-605, PM 3.5/R1.6,
07-LA-405, PM 0.0/1.2, 07-LA-605, PM R0.0/R1.2
Resolution E-15-50

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Interstate 405 (I-405), State Route 22 (SR 22), State Route 73 (SR 73), and Interstate 605 (I-605) in Orange and Los Angeles counties. Construct roadway and interchange improvements on a portion of I-405 between the cities of Huntington Beach and Irvine. (PPNO 5054)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

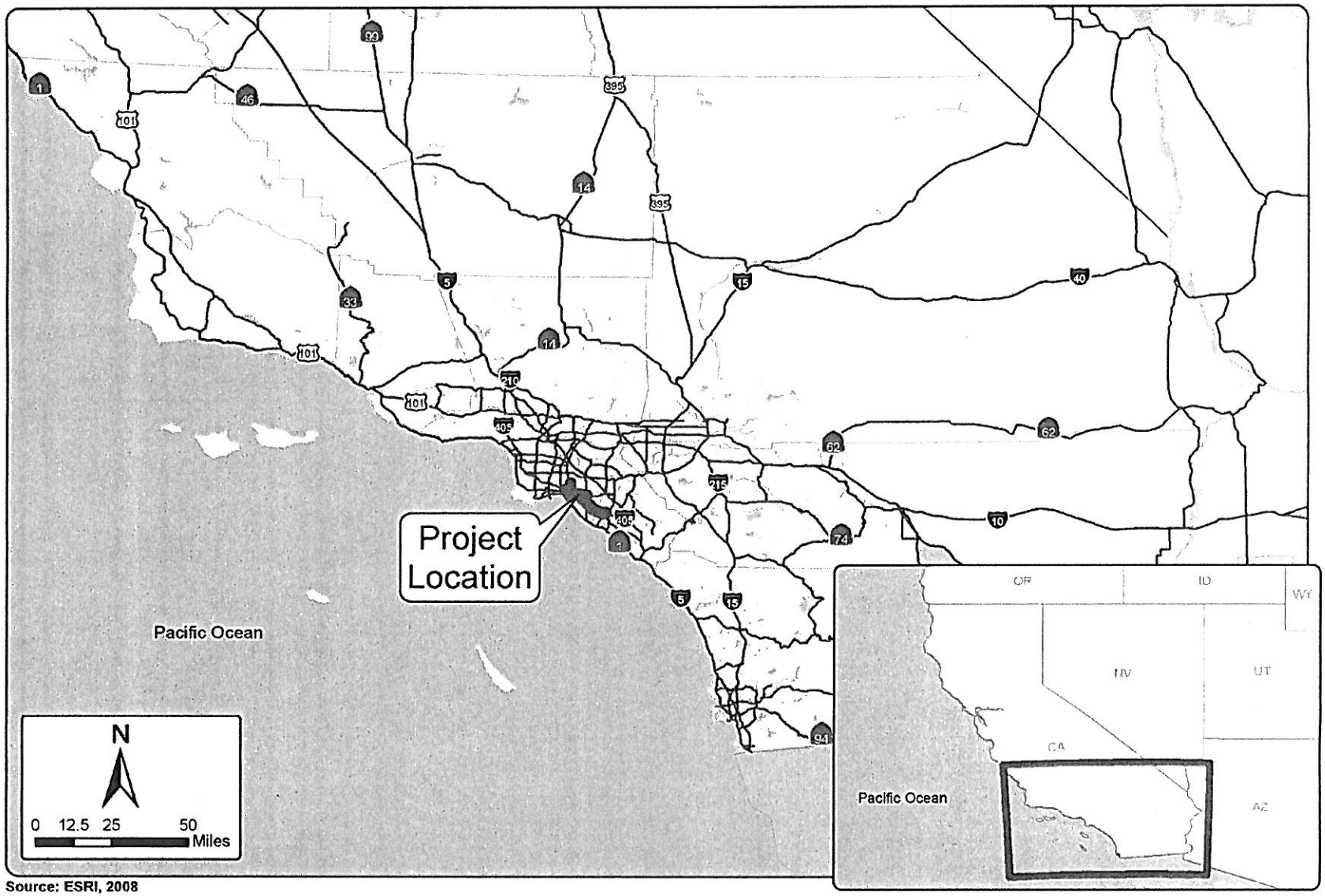
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

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.

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.



Source: ESRI, 2008

Figure 1-1: Regional Vicinity Map

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE SAN DIEGO FREEWAY (I-405) IMPROVEMENT PROJECT, BETWEEN STATE ROUTE (SR)-73 AND INTERSTATE 605 (I-605)

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:

- Construction of the build alternatives would result in changes to the visual quality and/or character associated with vegetation removal, construction activities, and the introduction of new and modified permanent structures. For the build alternatives, the removal of the eucalyptus trees and other vegetation within the interchange areas would likely have the greatest impact on the visual quality; however, this effect would remain until trees grow back to existing conditions. Other elements, such as replacement structures, new retaining walls, and soundwalls, would be a permanent change to the elements within the existing viewsheds along the corridor, including some areas where visual impacts were determined to be Moderately High.

- Project effects on the community have been mitigated to the maximum extent practicable; however, the increased urbanization subsequent to completion of the project (i.e., expanded pavement and ROW, new and widened bridges/overcrossings/ undercrossings, new retaining walls and soundwalls, and replacement/removal of mature vegetation) and the temporary construction-related effects on freeway users and corridor cities (i.e., 54-month construction period, increased congestion associated with construction, detours, ramp, lane and arterial closures, potential reduced incident response times, and reduced access to the freeway, businesses, and pedestrian facilities) are considered significant and unavoidable. Accordingly, avoidance, minimization, and mitigation measures have been incorporated to reduce significant unavoidable effects on the corridor cities and traveling public to the maximum extent practicable.

- If the mitigation measures related to cumulative intersection operations/impacts in the portions of the study area within Los Angeles County are implemented, traffic or transportation-related direct or indirect cumulative impacts are not anticipated to be significant. However, the implementing agencies, being the City of Long Beach and Caltrans, are outside the control of the project proponent; should these measures not be implemented, after the fair share mitigation contribution, significant cumulative impacts would continue to occur at those intersections.

Given the significance of impacts to aesthetic/visual resources, community, and traffic pertaining to fair share mitigation, avoidance, minimization, and mitigation measures have been incorporated to reduce significant unavoidable effects to the maximum extent practicable.

Overriding considerations that support approval of this recommended project are as follows:

The selected alternative (Alternative 3) is considered a viable project alternative because it would achieve the project's purpose and need. The project purpose is a set of objectives the project is intended to meet. The project need is the range of transportation deficiencies that the project was initiated to address.

Accordingly, the purpose of the proposed action is to:

- Reduce congestion;
- Enhance operations;
- Increase mobility, improve trip reliability, maximize throughput, and optimize operations; and
- Minimize environmental impacts and right-of-way (ROW) acquisition.

In furtherance of the project's purpose, the following objective is established:

- To be consistent with regional plans and find a cost-effective early project solution for delivery.

Furthermore, current deficiencies of Interstate 405 (I-405) within the project limits are summarized below:

- The I-405 mainline general purpose (GP) lanes peak-period traffic demand exceeds available capacity;
- The I-405 mainline high-occupancy vehicle (HOV) lanes peak-period traffic demand exceeds available capacity;
- The I-405 mainline GP traffic lanes have operational and geometric deficiencies;
- The interchanges along I-405 within the study area have geometric, storage, and operational capacity deficiencies; and
- I-405 currently has limitations in detecting traffic incidents and providing rapid response and clearance due to lack of capacity and technological infrastructure.

Capacity and Level of Service (LOS)

With the current configuration, there is insufficient capacity within the I-405 corridor on the freeway and adjacent arterial streets to accommodate existing and projected travel demands between SR-73 and I-605. Furthermore, sections of the I-405 corridor currently operate at unacceptable levels of traffic congestion.

Existing and Future Traffic Volumes

By 2040, traffic volumes are projected to grow by approximately 30 to 35 percent along the project corridor.

Regional Population and Employment Growth Trends

Projected population and employment growth trends indicate that transportation demand in the I-405 corridor will continue to increase in future years.

Projected Delay and Level of Service Degradation

Without any improvements in the I-405 corridor, additional traffic congestion resulting from regional growth will further degrade traffic Level of Service (LOS) and worsen operational deficiencies in the future. During the morning and evening peak hours in years 2020 and 2040, traffic is forecasted to operate at LOS F along the entire corridor, with volume to capacity (V/C) ratios of 1.14 to 1.61.

Without any improvements in the I-405 corridor, future increased traffic congestion will result in substantially reduced travel speeds and substantially increased commute times.

Safety

The proposed project would relieve congestion by widening I-405, reconstructing interchanges and widening ramps, thus providing safety improvements within the project limits by reducing:

- Congestion-related collisions on the mainline of I-405;
- Off-ramp queuing onto the freeway mainline; and
- On-ramp queuing onto arterials due to mainline congestion and ramp meter operation.

Roadway and Operational Deficiencies

Operational problems occur on I-405 primarily because of physical bottlenecks. Moreover, a variety of interchange and ramp deficiencies in the I-405 corridor result in traffic queue backups onto the freeway and local streets.

Consistency with Regional Plans

Improvements in the proposed alternatives for the I-405 project corridor demonstrate consistency with the goals and objectives of the following regional plans:

- SCAG 2012 Regional Transportation Plan (RTP);
- SCAG 2015 Federal Transportation Improvement Program (FTIP);
- OCTA 2006 Long-Range Transportation Plan;
- OCTA Master Plan of Arterial Highways (2009 and 2007)
- OCTA 2009 Commuter Bikeways Strategic Plan

Modal Inter-Relationships and System Linkages

I-405 represents a major link to other freeway systems within the Orange County area and is a strategic component of the county's transportation system. Serving as a major link between Orange and Los Angeles Counties, the freeway begins at the "El Toro Y" in southeast Irvine and terminates near Mission Hills in the San Fernando Valley section of the City of Los Angeles. I-405 is part of the National Highway System and is considered a bypass route to I-5 (the Santa

Ana/Golden State Freeway) providing intra-regional and inter-regional access between Orange and Los Angeles Counties.

With regard to local access, two highways parallel I-405 exist within the county: Pacific Coast Highway (Highway 1) to the south and I-5 to the north; however, these are not considered effective alternates for travel through the study area because of their distance from I-405 and because of their limited ability to accept additional traffic, particularly in the case of Pacific Coast Highway.

Improving interchange efficiency would provide a higher level of operation and throughput for entering and exiting traffic along I-405. Improving interchanges would likely enhance interchange safety. Adding ramp storage capacity would reduce queuing of vehicles back onto the freeway mainline and surface streets. Improving intersection efficiency would provide a higher level of operation and throughput for local street and ramp traffic.

On a regional level, I-405 provides access between cities in Orange and Los Angeles Counties. I-405 is used for commuting and inter-regional travel, along with direct and indirect access to employment centers, recreational attractions, shopping malls, medical centers, universities, airports, and other land uses. The northern segment, between Valley View Street and the I-605, is considered one of the heaviest traveled sections of freeway in the nation.

The entire length of I-405 is part of the National Highway System, the Department of Defense Priority Network, the Interstate Highway System, and the Strategic Highway Corridor Network. The 1990 Federal Surface Transportation Assistance Act (STAA) identifies I-405 as a "National Network" route for STAA trucks (Department 2007). Strategically, I-405 is a transportation link for national defense and transportation security, providing direct and indirect access to major military installations in the west, including Los Angeles Air Force Base to the north, and NAVWPNSTA Seal Beach, Air Force Reserve Center Los Alamitos, and Camp Pendleton to the south.

Project Benefits

In addition, project benefits include but are not limited to:

- The selected alternative best fulfills the purpose and need of the project; by providing tolled express lanes along an important travel corridor with free-flow conditions for future decades, access along the corridor will be greatly enhanced.
- This improvement, via tolled express lanes, will provide major benefits for the communities along the corridor, including Orange & Los Angeles County commuters by encouraging HOVs and transit bus services, as well enhancing response times for emergency vehicles. With free-flow conditions for such vehicles, livability along the corridor would be improved as lanes would be able to serve the community better.
- Air quality improvements associated with reduced congestion could improve health.
- The selected alternative has lower travel times and higher travel speeds due to the component of tolled express lanes. General purpose lanes will not deliver service life for the design year as demand exceeds capacity. But tolled express lanes can preserve mobility beyond the design year.
- Although, the construction costs will be higher for the selected alternative, the revenue generation from toll collection, the long-term operational benefits and transit/carpool encouragement outweigh any increase in construction cost.

- Additionally, the trip reliability for transit/carpools will be enhanced because they will be able to utilize the managed lanes, as opposed to being forced to use the general purpose lanes.
- The Project will provide construction jobs as well as other long-term employment opportunities for the businesses in Orange County and surrounding cities.
- The Project will support local and regional sustainability goals through urban infill.
- The Project will generate community benefits by maximizing available ROW opportunities and providing an efficient transportation corridor with State-of-the-Art improvements.
- The Project will provide safe access for pedestrians and special need people through ADA compliant facilities.

Conclusion

Pursuant to §15093 of the State *CEQA Guidelines*, decision-makers are required to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve a project. In the event the benefits of a project outweigh the unavoidable adverse effects, the adverse environmental effects may be considered "acceptable". The State *CEQA Guidelines* require that, when a public agency allows for the occurrence of significant effects which are identified in the Final Environmental Impact Report but are not at least substantially mitigated, the agency shall state in writing the specific reasons the action was supported. Any statement of overriding considerations should be included in the record of project approval and should be mentioned in the Notice of Determination.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, Caltrans, having reviewed and considered the information contained in the Final Environmental Impact Report for the Project, and having reviewed and considered the information contained in the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.

Caltrans finds that all feasible mitigation measures have been imposed to lessen unavoidable Project impacts to the extent possible. As such, Caltrans, as the Lead Agency for the Project, has reviewed and considered the information contained in the Draft, Supplemental, and Final Environmental Impact Reports prepared for the I-405 Improvement Project and the public record. Accordingly, the Lead Agency makes the following finding, pursuant to §15093 of the State *CEQA Guidelines*, with regard to the Statement of Overriding Considerations for the I-405 Improvement Project:

> *California Administrative Code, Title 14, Section 15093(a) states: "If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'." Based on the above discussion and on the evidence presented, Caltrans therefore finds that the benefits of the proposed project outweigh the adverse impacts on Aesthetic/Visual Resources, community, and traffic impacts related to fair share mitigation from the I-405 Improvement Project, which cannot be eliminated or reduced to a level less than significant.*

FINDINGS

FOR THE SAN DIEGO FREEWAY (I-405) IMPROVEMENT PROJECT

BETWEEN STATE ROUTE (SR)-73 AND INTERSTATE 605 (I-605).

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 impacts have been identified in the FEIR as resulting from the project. Impacts found not to be significant have not been included.

Paleontological/Cultural Resources

Significant Environmental Impacts:

Pleistocene vertebrates have been found at 10 to 15 ft below ground level, and deeper near the project; and vertebrate fossils have been recovered from borings in the project vicinity. The selected alternative's (Alternative 3) improvements are situated above paleontologically sensitive sediments, however disturbance of sediments below grade has the potential to directly affect paleontological resources along most of the Caltrans Right-of-Way (ROW). Anticipated impacts would be where augering for overhead signage and where the overcrossings and railroad overheads are replaced, particularly in the foundations and augering. Project redesign to avoid these sites proved to be infeasible, which could significantly impact paleontological resources within the project ROW.

The United States Navy conditioned the transfer of the proposed easement in the northern Naval Weapons Station (NAVWPNSTA) with construction of various Cost to Cure Items within their boundaries. These activities included relocation of the perimeter/security fencing and farm roads, installation of perimeter security lighting, various utilities associated with the lighting, and agricultural farmland. Construction of these activities occurred in 2011 during the course of the SR-22 West County Connector (WCC) project in the same area. The Navy required construction activities within the NAVWPNSTA be monitored by a qualified Native American and Archaeologist. Monitoring was conducted during the Cost to Cure project within the NAVWPNSTA and one isolate was identified.

Findings:

Changes or alterations have been designed in, or incorporated into, the project, which avoid or substantially lessen the significant environmental impact as identified in the final

EIR. Incorporated by reference from the SR-22 WCC Project, is the Navy's Native American and Archaeological monitoring requirement for work on the NAVWPNSTA (CUL-4).

Statement of Facts:

To reduce potential direct impacts to paleontological resources, a Paleontological Mitigation Plan, as described in Mitigation Measure PAL-1, will be required. With the implementation of PAL-1, the selected alternative's impacts on paleontological resources would be less than significant.

With the implementation of CUL-4, the selected alternative's impacts on previously unknown archaeological resources within the NAVWPNSTA would be less than significant.

Geology and Soils

Significant Environmental Impacts:

The project is located in a State of California mapped Liquefaction Hazard Zone. The project area has relatively shallow groundwater, layers of loose to medium dense saturated granular soils, and moderate to high earthquake accelerations. Liquefiable soils are expansive and are considered unstable or could become unstable due to liquefaction.

Findings:

Changes or alterations have been designed in, or incorporated into the project, which avoid or substantially lessen the significant environmental impact as identified in the final EIR.

Statement of Facts:

The design and construction of the selected alternative to current highway and structure design standards, including applicable seismic standards which would minimize the potential impacts due to seismic events on the project facilities. These potential impacts are addressed in Mitigation Measures GEO-1 through GEO-7, which require specific surveys and the treatment of these conditions as part of the final design. With the implementation of Mitigation Measures GEO-1 through GEO-7, the selected alternative's potential project impacts on geology and soils would be less than significant.

Hazards and Hazardous Materials

Significant Environmental Impacts:

Some partial acquisitions of properties are considered Recognized Environmental Conditions (RECs). Also, other site concerns related to Leaking Underground Storage Tanks (LUSTs), historical spills along I-405, Lead-Based Paint (LBP), Aerially-Deposited Lead (ADL), Asbestos-Containing Materials (ACMs), and abandoned drums and soil exist within or adjacent to the project area. As a result, property acquisition or

disturbance without further investigation or characterization could result in a significant hazard to the public.

Significant impacts to emergency response plan could occur during the construction of the project which would occur over 54 months. Proposed mainline improvements would necessitate the construction of up to 8 new structures, 18 structure replacements, and 6 structure widening/modifications, which would result in construction-related delays along I-405, I-605, SR-22, SR-73, interchanges, and on surrounding local arterials.

Findings:

Changes or alterations have been designed in, or incorporated into, the project, which avoid or substantially lessen the significant environmental impact as identified in the final EIR.

Statement of Facts:

The project would incorporate procedures for hazardous materials investigation which are addressed in Measures HAZ-1 through HAZ-4 of the final environmental document. With the implementation of Measures HAZ-1 through HAZ-4, the selected alternative's potential impacts on properties potentially containing hazardous materials would be less than significant.

Project-construction-related closures would be addressed through a comprehensive Traffic Management Plan (TMP), as required by Mitigation Measure T-1, which includes requirements for coordination with and notification to the corridor cities and emergency responders. Additionally, Mitigation Measures T-2 through T-9 and T-12 would improve circulation on the affected local arterials. With the implementation of Measures T-1 through T-9 and T-12, the selected alternative's potential impacts on adopted emergency response or evacuation plans would be less than significant.

Community/Public Services

Significant Environmental Impacts:

Proposed mainline improvements would necessitate construction of up to 8 new structures, 18 structure replacements, and 6 structure widening/modifications over a 54 month duration, which would result in construction-related delays along I-405, I-605, SR-22, and SR-73, interchanges, and on surrounding local arterials: and could result in significant impacts on emergency response.

Construction of the selected alternative would result in temporary increases in automobile and/or pedestrian access to businesses, public services, schools, and other facilities. There may be temporary impacts during construction to pedestrian service within a 0.25 to 0.5 mile radius of the project that changes/reduces pedestrian access used by the disabled, resulting in a longer route that could indirectly reduce their access to community facilities. Additionally, construction may result in increases in local traffic as residents travel longer distances on local streets to enter I-405 at the limited access points.

Following completion of construction, most of the overcrossings and undercrossings will be wider to accommodate the additional lanes of I-405 and bring crossings to MPAH standards; as a result, this would increase the lengths of the roads and sidewalks that are on the overcrossings or in the undercrossings. Therefore, the amount of time pedestrians and bicyclists spend on these overcrossings or in the undercrossings would increase compared to existing conditions. The new features of the undercrossings would include lighting for vehicles and pedestrians consistent with local standards; however, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under I-405.

Findings:

Changes or alterations have been designed in, or incorporated into, the project, which avoid or substantially lessen the significant environmental impact as identified in the final EIR. Measure T-1 requires implementation during construction of methods to avoid and minimize construction-related traffic and circulation impacts and minimize impacts to pedestrian and bicycle access, including ADA-compliant features, as a result of the proposed project. The provision of appropriate lighting in the new features of the undercrossings and potential additional lighting in the existing features of the undercrossings is included in the project.

Statement of Facts:

Project impacts on the community have been mitigated to the maximum extent practicable; however, the increased urbanization subsequent to completion of the project (i.e., expanded pavement and ROW, new and widened bridges/overcrossings/ undercrossings, new retaining walls and soundwalls, and replacement/removal of mature vegetation) and the temporary construction-related impacts on freeway users and corridor cities (i.e., 54-month construction period, increased congestion associated with construction, detours, ramp, lane and arterial closures, potential reduced incident response times, and reduced access to the freeway, businesses, and pedestrian facilities) are considered significant and unavoidable. Caltrans/OCTA has a robust public outreach process for this project, which will continue through completion of the project.

None of the temporary long-term closures that have been identified would result in any substantial impact on emergency access or response times. A Final TMP (Mitigation Measure T-1) will be prepared in coordination with local jurisdictions and emergency service providers (e.g., CHP, local police, fire, paramedics) to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergency within the study area. All emergency service routes would be maintained during construction, or alternate routes would be provided. Mitigation Measure UT-2 requires emergency service providers to be alerted in advance of any temporary road closures and delays so that they have adequate time to make appropriate accommodations to ensure prompt emergency response times that fulfill their responsibilities and defined service objectives. In addition to T-1 and UT-2, Mitigation Measures COM-1 through COM-11 would further minimize potential project impacts on acceptable service ratios, response times, or other performance objectives of public services. With the implementation of Mitigation Measures T-1, UT-2, and COM-1 through

COM-11, the selected alternative's potential impacts on police and fire emergency response would be less than significant.

Measures to avoid, minimize, and mitigate these potentially significant impacts during construction have been incorporated into the project; however, the related project impacts on the community within the corridor cannot be fully mitigated.

Transportation/Traffic

Significant Environmental Impacts:

Orange County

A. Future Selected Alternative Compared to Existing Condition

A comparison of the selected alternative in 2020 and 2040 to the existing condition reveals that in 2020, there are 11 intersections with a significant cumulative impact; and in 2040, there are 14 intersections with a significant cumulative impact.

Furthermore, with regard to freeway segments, an increase in the volume/capacity (v/c) ratio of a freeway segment is an indication of a cumulative traffic impact on the freeway mainline. Under the selected alternative, on I-405, between SR-73 and I-605, in 2020 and in 2040, LOS F conditions are anticipated during peak hours in the GP lanes, except for LOS D northbound from SR-73 to Brookhurst Street during the a.m. peak hour in 2020. Under the existing condition LOS F conditions occur during peak hours in the GP lanes, except for LOS D in the northbound direction during the a.m. peak hour and southbound during the p.m. peak hour between SR-73 and Brookhurst Street. Under the selected alternative, in 2020, v/c ratios range from 0.05 lower to 0.20 greater than existing conditions. In 2040, v/c ratios range from 0.13 to 0.45 greater than existing conditions. As a result, based on the increases in freeway GP lane v/c ratios, there is a cumulative impact on the freeway mainline.

B. Future Selected Alternative Compared to Future No Build

A comparison of selected alternative in 2020 and 2040 to the No Build Alternative in 2020 and 2040 identifies the contribution of the selected alternative to cumulative impacts. All v/c ratios for the freeway mainline under the selected alternative are lower than under the No Build Alternative. Therefore, the contribution of the selected alternative to the cumulative impact on the freeway mainline is less than significant.

Additionally, there are eight intersections with project contributions to cumulative traffic impacts that are significant. However, mitigation measures are proposed to mitigate those significant impacts, as discussed below in the statement of facts. With all improvements including mitigation, five intersections are anticipated to have significant cumulative impacts in 2020. In 2040, with all improvements including mitigation, 10 intersections are anticipated to have significant cumulative impacts. However, there are no intersections in 2020 or 2040 where the contribution of the selected alternative to the cumulative impacts is significant with the proposed mitigation in place.

As such, there are no significant impacts from the selected alternative on the performance or LOS of the circulation system.

Los Angeles County

A. Future Selected Alternative Compared to Existing Condition

A comparison of the selected alternative in 2020 and 2040 to the existing condition reveals that in 2020, there are five intersections in the Los Angeles County traffic study area with a significant cumulative impact; and in 2040, there are nine intersections with a significant cumulative impact.

Furthermore, with regard to freeway segments, an increase in the vehicle/capacity (v/c) ratio of a freeway segment is an indication of a cumulative impact on the freeway mainline. Under the selected alternative on I-405 north of I-605 to Lakewood Boulevard in 2020, LOS F conditions are anticipated during peak hours in the GP lanes, except for LOS D and E in the southbound direction between I-605 and Studebaker Road during the AM and PM peak hours, respectively. In 2040, LOS F conditions are anticipated during peak hours in the GP lanes, except for LOS E in the southbound direction between I-605 and Studebaker Road during the AM peak hour. Under the existing condition, LOS D to F conditions occur during peak hours in the GP lanes. Under the selected alternative in 2020, v/c ratios in the GP lanes range from 0.01 to 0.61 greater than under existing conditions. In 2040, v/c ratios range from 0.09 to 0.72 greater than under existing conditions. Moreover, on I-405 north of I-605 to Lakewood Boulevard, HOV lanes are anticipated to operate at LOS F during peak hours in 2020 with v/c ratios in excess of 1.00, except southbound during the AM peak hour; the 2020 v/c ratios in the I-405 HOV lanes range from 0.94 to 1.24 in 2020. Under the existing condition, v/c ratios range from 0.50 to 1.06. In 2040, HOV lanes are anticipated to operate at LOS F during peak hours because v/c ratios are all forecast to be over capacity ranging from 1.25 to 1.65. In 2020, the selected alternative v/c ratios in the HOV lanes range from 0.05 lower to 0.46 greater than under existing conditions. In 2040, v/c ratios range from 0.19 to 0.86 greater than under existing conditions. As a result, based on the increases in freeway GP and HOV lane v/c ratios, there is a cumulative impact on the I-405 freeway mainline.

B. Future Selected Alternative Compared to Future No Build

A comparison of the selected alternative in 2020 and 2040 to the No Build Alternative in 2020 and 2040 identifies the contribution of the selected alternative to cumulative impacts. V/c ratios for the I-405 freeway mainline under the selected alternative are 0.03 to 0.13 higher than under the No Build Alternative in 2020 and 0.02 to 0.13 higher in 2040. Although there are some increases in v/c ratios, the contribution of the selected alternative to the cumulative impact on the freeway mainline is less than significant because LOS is F under the No Build Alternative or the maximum increase in v/c ratios is 0.05.

Additionally, there are seven intersections with project contributions to cumulative impacts that are significant. However, mitigation measures T-10 and T-11 are proposed to mitigate those significant impacts, as discussed below in the statement of facts. With all improvements, including mitigation, three intersections are anticipated to have significant cumulative impacts in either 2020 or 2040. However, there are no intersections where the contribution of the selected alternative to the cumulative impacts is significant with the proposed mitigations in place.

As such, there are no significant impacts from the selected alternative on the performance or the LOS of the circulation system.

Findings:

Changes or alterations have been designed in, or incorporated into, the project, which avoid or substantially lessen the significant environmental impact as identified in the final EIR.

Statement of Facts:

Mitigation measures T-10 and T-11 as identified in the FEIR address cumulative intersection operations/impacts in the portions of the study area within Los Angeles County (T–10 applies to City of Long Beach and T–11 applies to Caltrans). The project's fair share contributions are payments of a fair share towards overall construction costs of proposed mitigation improvements which would include shares from other projects with an identified impact/share. This is consistent with CEQA Guidelines Section 15130(a)(3). There are two possible payment options: payment could either be made by the project proponent to the City of Long Beach/Caltrans and they can implement the projects or, alternatively (applies to T–11 only), the project proponent shall hold the fair share mitigation funds until Caltrans pays the differential between the cost of the mitigation project and the retained funds to the project proponent and the project proponent would then program and construct the projects. If these measures are implemented as discussed above, traffic or transportation-related direct or indirect cumulative impacts are not anticipated to be significant. However, as discussed in T-10 and T-11, if the cost differential was not paid by other entities causing cumulative traffic impacts, then significant cumulative impacts would continue to occur at those intersections.

Visual/Aesthetics

Significant Environmental Impacts:

Construction of the selected alternative would result in changes to the visual quality and/or character associated with vegetation removal, construction activities, and the introduction of new and modified permanent structures. For the selected alternative, the removal of the eucalyptus trees and other vegetation within the interchange areas would likely have the greatest impact on the visual quality; however, this impact would remain until trees grow back to existing conditions. Other elements, such as replacement structures, new retaining walls, and soundwalls, would be a permanent visual change within the existing viewsheds along the corridor, including some areas where visual impacts were determined Moderately High.

Findings:

Changes or alterations have been designed in, or incorporated into the project, which avoid or substantially lessen the significant environmental impact as identified in the final EIR.

Statement of Facts:

Given the significance of impacts to visual/aesthetics, avoidance, minimization, and mitigation measures VIS-1 through VIS-21 have been incorporated to reduce significant unavoidable impacts on the visual character and quality of the project surroundings to the maximum extent practicable.

Greenhouse Gas Emissions

Significant Environmental Impacts:

Proposed mainline improvements would add capacity by adding one GP lane and one tolled express lane, which would result in increased throughput at higher speeds along I-405, I-605, SR-22, and SR-73. Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. During the operational phase, t is anticipated that the project will not result in an increase in operational GHG emissions. Based on the project resulting in less congestion and more efficient system operations, Caltrans anticipates that GHG emissions will decrease in the future build conditions when compared to existing conditions.

Findings:

It is Caltrans' determination that, in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to global climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measurements are outlined in the following sections.

Statement of Facts:

The project's specific measures to reduce these impacts include the following:

- For on-highway vehicles used for this project, contractors are encouraged to meet or exceed the USEPA exhaust emissions standards for model year 2010 and newer heavy-duty on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).
- For non-road vehicles & equipment used for this project, contractors are encouraged to meet or exceed the USEPA Tier 4 exhaust emissions standards

for heavy-duty non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).

- Contractors are encouraged to demonstrate and deploy heavy-duty technologies that exceed the latest USEPA emission performance standards for the equipment categories that are relevant for this project (e.g., plug-in hybrid-electric vehicles-PHEVs, battery-electric vehicles BEVs, fuel cell electric vehicles-FCEVs, etc.).
- The construction traffic management plan will be followed to maintain traffic flow in order to reduce emissions.
- Encourage the use of cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 2.2c.(3)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH BAY BUS RAPID TRANSIT PROJECT (RESOLUTION E-15-51)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact, Statement of Overriding Considerations and Addendum for the South Bay Bus Rapid Transit Project in San Diego County for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the FEIR, Findings of Fact, Statement of Overriding Considerations and Addendum and approve the project for future consideration of funding.

BACKGROUND:

The San Diego Association of Governments (SANDAG) is the CEQA lead agency for the project. The proposed project is a 21 mile Bus Rapid Transit route connecting Otay Mesa to downtown San Diego via eastern Chula Vista. The project includes transit stations, signal upgrades, transit signal priority, fiber connections, a bridge structure and an intermodal transit center at Otay Mesa.

On July 26, 2013, the San Diego Association of Governments Board of Directors approved and certified the FEIR, Findings of Facts, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the project. On October 24, 2014 SANDAG adopted an Addendum to the 2013 FEIR and certified that the project will not have a significant effect on the environment and that the project changes do not create any conditions that require modification to the FEIR, Findings of Facts, Statement of Overriding Considerations, and mitigation measures.

The FEIR determined that impacts related to aesthetics, air quality and vibration would be significant and unavoidable. SANDAG found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to: increase transit capacity and provide a direct route to travel between the Otay Mesa Port of Entry and Downtown San Diego; connect residential areas with employment and other

major activity centers; promote walking, bicycling and public transit as alternatives to driving; reduce greenhouse gas emissions; and generate local economic development benefits.

SANDAG established a Mitigation Monitoring and Reporting Program to ensure that the mitigation measures specified for the project are implemented.

On July 7, 2015, SANDAG confirmed that the preferred alternative set forth in the final environmental document is consistent with the project's programmed scope.

The total cost of the project is estimated to cost $97,137,000 and is funded through construction with Federal Transit Administration Funds ($2,372,000), Transit and Intercity Rail Capital Program Funds ($4,000,000), Affordable Housing and Sustainable Communities Program Funds ($7,000,000) and various Local Funds ($83,765,000). Construction is estimated to begin in fiscal year 2015/16.

Attachment
- Resolution E-15-51
- Project Location
- Findings of Fact and Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
11– San Diego County
Resolution E-15-51

1.1 **WHEREAS,** the San Diego Association of Governments has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- South Bay Bus Rapid Transit Project

1.2 **WHEREAS,** the San Diego Association of Governments has certified that the Final Environmental Impact Report and Addendum were completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project is a 21 mile Bus Rapid Transit route connecting Otay Mesa to downtown San Diego via eastern Chula Vista. The project includes transit stations, signal upgrades, transit signal priority, fiber connections, a bridge structure and an intermodal transit center at Otay Mesa; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA Guidelines indicate that specific unavoidable significant impacts related to aesthetics, air quality and vibration make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and

1.6 **WHEREAS,** the San Diego Association of Governments adopted a Statement of Overriding Considerations for the project finding that the project benefits outweigh the unavoidable adverse environmental effects; and

1.7 **WHEREAS,** the San Diego Association of Governments adopted a Mitigation Monitoring and Reporting Program for the project; and

1.8 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact, Statement of Overriding Considerations, and Addendum and approves the above referenced project to allow for future consideration of funding.

South Bay *Rapid*

Direct Connectors

Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.*

South Bay *Rapid*

Alternative Route

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed South Bay *Rapid*. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system's upscale, high-frequency service will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.

HOV/Express Lanes

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak® and *Rapid* riders.

Direct Access Ramp (DAR)

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak motorcycles, and transit vehicles to enter the Express Lanes without having to navigate through the freeway's general purpose lanes. This will help improve travel times and reduce congestion.

In-Line Transit Stations

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency South Bay *Rapid* and reduce travel times by eliminating the need for transit vehicles to exit the freeway.*

Park & Ride Stations

Park & Ride stations will be constructed near the in-line transit stations on Plaza Boulevard and H Street and near the proposed DAR and transit station at Palomar Street. The purpose of the stations is to provide travelers with convenient access to the *Rapid*, and to provide carpoolers with a convenient location to leave their cars.

*Construction will be scheduled pending funding.

Revised February 2015

Attachment 2B
Statement of Overriding Considerations
For the South Bay Bus Rapid Transit Project ("Project")

Pursuant to Section 21081, subsection (b) of the California Environmental Quality Act ("CEQA"), and the California Code of Regulations ("CEQA Guidelines"), Title 14, Chapter 3, section 15093, the San Diego Association of Governments (SANDAG) Board of Directors adopts and makes this Statement of Overriding Considerations explaining why the benefits of the Project outweigh the concerning the Project's unavoidable adverse impacts and why SANDAG is willing to accept such impacts.

The Final Environmental Impact Report (EIR) for the South Bay BRT Project identifies and discusses significant effects that may occur as a result of the Project. As set forth in the separately adopted CEQA Findings of Fact, SANDAG has made a reasonable and good faith effort to eliminate or substantially mitigate the significant impacts resulting from the South Bay BRT Project and has made specific findings on each of the South Bay BRT Project's significant impacts and on all feasible mitigation measures and reasonable alternatives. With implementation of the mitigation measures identified in the EIR, the South Bay BRT Project's effects shall be mitigated to a less than significant level for: biological resources, paleontological resources, temporary construction noise, and transportation/traffic. However, even with implementation of all feasible mitigation measures, the South Bay BRT Project will result in significant and unavoidable impacts to: Aesthetics (temporary during construction and permanent after construction), Air Quality (temporary during construction), and Vibration (temporary during construction). Alternative 2 would avoid the significant aesthetic and vibration impacts of the South Bay BRT Project, but as described in the CEQA Findings of Fact (Attachment 2A), the Board of Directors finds that Alternative 2 is infeasible.

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the South Bay BRT Project to the extent feasible, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable significant adverse impacts after mitigation, the Board of Directors hereby finds that the following legal, economic, social, and environmental benefits of the Project outweigh its unavoidable significant adverse impacts and render them acceptable based on the following considerations. The SANDAG Board of Directors specifically find that each benefit set forth below constitutes an overriding consideration warranting approval of the South Bay BRT Project, independent of the other benefits, despite each and every unavoidable significant impact identified in the EIR.

Project Benefits

- The South Bay BRT Project would implement the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, which calls for development of a project to increase transit capacity and provide a direct route of travel between the Otay Mesa Port of Entry and Downtown San Diego.
- The South Bay BRT Project would be consistent with the GSA Otay Mesa Modernization Plan of 2010, which among other things, provides a pedestrian path that leads directly from the pedestrian processing facility to the proposed Otay Mesa Intermodal Transportation Facility.
- The South Bay BRT Project would implement local land use plans for eastern Chula Vista, which call for development of a transit route within a dedicated guideway easement and

development of transit stations within the Heritage, Lomas Verdes, and Santa Venetia village cores surrounded by transit-oriented development.

- As discussed in the Responses to Public Comments concerning the Draft EIR, approval of the development of the Otay Ranch Villages in eastern Chula Vista required allocation of space for a future regional transit station, including the Santa Venetia Station, and required the dedication of the right-of-way for the dedicated guideway. The Otay Ranch Villages were designed so that 100 percent residents within 0.75 mile of a station could easily walk to a transit station. To accomplish the goal of walkable communities connected to a regional transit station, the City required the design of the villages to be pedestrian-friendly, including features such as walkable alley ways, cul-de-sac cut throughs, wider paseo's and pedestrian bridges that connect communities to the transit stations.
- The implementation of the SB BRT project would provide a local benefit to the City of Chula Vista. An excerpt from the City of Chula Vista's adopted General Plan – "...the proposed public transit system is a comprehensive network combining existing and planned public transit facilities to provide affordable, efficient public transportation for the residents of Chula Vista. It integrates the needs of both regional travel and local travel."[1]
- The SANDAG Regional Transit Vision calls for a network of fast, reliable, and convenient services that include rubber-tired vehicles (referred to as Bus Rapid Transit (BRT)) that connect residential areas with employment and other major activity centers. Together, these different service concepts make up a comprehensive system that complements and supports existing and planned land uses.[2]
- The South Bay BRT Project provides the local and regional transportation service for which the Otay Ranch Villages were designed. From the City of Chula Vista's website on planning for Otay Ranch:[3]

  "Many of these villages will be connected by the future extension of a Bus Rapid Transit (BRT) system, that also will connect to activity and employment centers outside of Otay Ranch and the City. The village cores will also provide amenities such as commercial, parks, and schools within a short walking distance from the residences. In addition, the plan includes a proposed urban "center" which will contain a variety of office, commercial, high-density residential uses. This urban area provides a unique functional and symbolic center for Otay Ranch."

- The South Bay BRT Project would provide Bus Rapid Transit Service to Downtown San Diego, consistent with the Downtown Community Plan, which among other things, calls for coordination with the transit agency and other organizations to implement Bus Rapid Transit Services, provision of land uses that support a flexible, fast, frequent, and safe transit system that provides connections within downtown and beyond, and increased transit use among downtown residents, workers, and visitors.[4] Additionally, the Downtown Community Plan for

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[1] Chula Vista General Plan. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Chapter_05-LUT-part_03_000.pdf

[2] SANDAG Regional Transit Vision. Available at: http://www.sandag.org/uploads/publicationid/publicationid_816_3746.pdf

[3] City of Chula Vista. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/Planning/community/otay.asp

[4] Civic San Diego. *Downtown Community Plan, Chapter 7 Transportation*. Available at: http://www.civicsd.com/planning/regulatory-documents.html

Downtown San Diego prioritizes transit as an effective mobility choice to mitigate future traffic congestion.

- The South Bay BRT Project would implement the SANDAG 2050 Regional Transportation Plan and Sustainable Communities Strategy and Regional Comprehensive Plan, which set forth a regional strategy to promote smarter growth by focusing on locating higher intensity mixed-use development close to existing, and planned transportation infrastructure. Resulting local and regional public benefits would include improved air quality, lower greenhouse gas emissions, reduced traffic congestion, and improved public health.
- The South Bay BRT Project would promote walking, bicycling, and public transit as alternatives to driving by serving existing transit-oriented, walkable communities with high speed transit service. The City of Chula Vista General Plan,[5] the Downtown Community Plan[6] for downtown San Diego and the SANDAG 2050 Regional Transportation Plan and Sustainable Communities Strategy all include goals and objectives with the intent to implement public transit to mitigate reduce greenhouse gas emissions, improve air quality, and reduce traffic congestion.
- The South Bay BRT Project would support local and regional planning goals to organize development along transit corridors and transit stations. The Otay Ranch General Development Plan, which is a subset of the Chula Vista General Plan, makes the following statement:

  > "The plan will create tree-lined streets, and pedestrian plazas and buildings to complement human, rather than automotive activity. The plan provides a range of transportation alternatives to the automobile, most notably transit and pedestrian-oriented activities. Many of these villages will be connected by the future extension of a Bus Rapid Transit (BRT) system, that also will connect to activity and employment centers outside of Otay Ranch and the City."[7]

- The South Bay BRT Project would provide a direction pedestrian connection between the villages located on the west side of State Route 125 and the Otay Ranch Town Center located on the east side of State Route 125. This would improve community connectivity between areas divided by State Route 125. The pedestrian bridge would provide a direct connection and access to a local library, post office, dog park and surrounding regional commercial center.

Transportation/Traffic Benefits

- The South Bay BRT Project would provide a rapid and reliable public transportation service from the Otay Mesa Port of Entry to Downtown San Diego via eastern Chula Vista, areas which are not currently connected by regional transit service. Currently, people traveling from Mexico into the United States only have the option of a regional transit connection at the San Ysidro Intermodal Transit Center (SYITC). This requires out-of-direction travel from the eastern parts of Mexico to get to the SYITC, adding significant time to daily commutes. Residents and employees in Eastern Chula Vista also lack any regional transit connections. The City of Chula Vista has recently experienced the highest population growth in the County, largely in the eastern

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[5] Chula Vista General Plan. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Chapter_05-LUT-part_03_000.pdf

[6] Civic San Diego. *Downtown Community Plan*. Available at: http://civicsd.com/images/stories/downloads/planning/advance-planning studies/Downtown_SD_Complete_Community_FSEIR.pdf)

[7](https://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/General_Plan/documents.asp)

portion of the City. Lack of regional transit requires that passengers use local transit service which is slower to make connections to services on the west end of the City. The implementation of the South Bay BRT would speed travel for these residents and offer a new travel choice that does not currently exist. The South Bay BRT would also provide traffic benefits for residents that do not use the BRT service by reducing the total amount of vehicle traffic, installing new traffic signals, and implementing traffic signal coordination.

- The South Bay BRT Project would provide estimated travel times to Santa Fe Depot in Downtown San Diego from:

		TO	
		City College Trolley Station	Santa Fe Depot / America Plaza
FROM	I-805 / Palomar Station	18 minutes	26 minutes
	Heritage Station	27 minutes	35 minutes
	Otay Ranch Town Center Station	38 minutes	46 minutes
	Otay Mesa ITC	52 minutes	60 minutes

Source: Travel Time Memo SANDAG 20130704

- The South Bay BRT Project would improve transit service to and from the Otay Mesa Point of Entry by increasing the operating time and the frequency of service.
    - The existing MTS Route 905 which currently serves Chula Vista runs from the Otay Mesa Point of Entry to the Iris Trolley Station in San Ysidro from about 4:45 a.m. to about 7:00 p.m. Buses on this route (operate every 15 minutes during peak periods, and every 30 minutes during off-peak periods. This route operates every 30 minutes all day between the Otay Mesa Border Crossing and Iris Avenue Trolley station. The route does not provide a direct connection to downtown San Diego and requires a transfer to the San Diego Trolley blue line to make the same trip that the SB BRT trip would provide.
    - The South Bay BRT Project would operate from approximately 5:00 a.m. to 10:00 p.m., with buses every 10 minutes during peak periods, and every 15 minutes during off-peak periods. The South Bay BRT buses would run for the most part in designated guideways separate from general traffic and therefore would experience less delay from traffic.
- The South Bay BRT Project would result in anticipated daily ridership of almost 10,000 boardings, with almost 4,000 boardings during peak periods, by 2030. Passenger miles would be over 91,000 miles per day, with annual passenger miles of almost 24,000,000, by 2030.
- The South Bay BRT Project would support City of Chula Vista development approvals for Otay Ranch, including villages 1, 3, 5, and 6, Otay Ranch Town Center, and the Eastern Urban Center, which assumed, in part, that the potential traffic impacts of these developments would be avoided or lessened by serving these communities with high speed transit. The traffic studies for these projects assumed that implementation of the South Bay BRT Project would reduce vehicle trips by 5 to 10 percent.[8]

[8] City of Chula Vista. Planning Digital Library. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/Planning/SharedDocuments.asp

- From the EUC EIR, "***Threshold 3:*** *Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).*

  The EUC would include BRT service, local transit and bicycles as a means of alternative transportation. A significant impact would occur if the proposed project conflicts with any local or regional programs or plans supporting alternative modes of transportation."[9]

  Appendix D of the Kimley-Horn Traffic Study contains the detailed calculations for the internal trip capture credit for each future year scenario. In addition, due to the proposed regional and local bus transit services that would be provided within the EUC, a transit trip credit of 10 percent was applied to the residential and office land uses. SANDAG and the City have agreed to a 10 percent mode share assumption for transit credit, which is consistent with the Regional Transportation Plan (RTP). As a result, the total transit trip capture credit for the EUC resulted in a reduction of 5,147 ADT, including 690 (515 in, 175 out) A.M. peak-hour trips and 664 (186 in, 478 out) P.M. peak-hour trips. Accounting for the proposed project's share of EUC project traffic, the proposed project has a total transit trip capture credit of approximately 4,422 ADT. Table 4-2 from the Kimley-Horn Traffic Study shows the net new trip generation for the EUC and the proposed project (proposed minus internal and transit reductions). As shown in the 4.3 Transportation Eastern Urban Center Sectional Planning Area EIR City of Chula Vista (State Clearinghouse No. 2007041074 May 2009).
- The South Bay BRT Project would provide a rapid transit alternative in a congested portion of the regional freeway network. I-805 is one of the main backbones of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Average daily traffic (ADT) on I-805 ranges from 160,000 to 261,000 vehicles, with daily congestion lasting between two and four hours. ADT is expected to exceed 330,000 vehicles in 2030, with daily congestion lasting more than six hours.[10]
- The South Bay BRT Project would provide rapid transit service to forecasted growth areas not otherwise served by regional transit:
  - In the period from 2004 to 2030, population in the Otay Mesa-Mesa de Otay binational study area is projected to grow from approximately 168,667 to 444,085 residents, an increase of approximately 275,418 people (163 percent). Population in Mesa de Otay alone is expected to increase by approximately 144,478 residents, an approximately 246 percent increase from 2004 to 2030. The South Bay BRT Project would provide direct service to the Otay Mesa area with a station sited at the Otay Mesa Border crossing. This station will provide access to surrounding commercial and residential communities and provide a new regional transit connection to the international Border.
  - Compared to a 2004 baseline, build-out of the adopted Downtown Community Plan for downtown San Diego would result in population growth of 47,700, employment growth of 77,300, 29,400 new residential units, and 23,372,000 square feet of new non-residential development.[11]

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[9] http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Final_EIR.pdf
[10] Keep San Diego Moving. Interstate 805 Corridor web site. Available at: http://www.keepsandiegomoving.com/I-805-Corridor/I-805-intro.aspx
[11] Civic San Diego. *Downtown Community Plan, Chapter 3 Land Use and Housing*. Available at: http://www.civicsd.com/planning/regulatory-documents.html

- The South Bay BRT Project would improve the existing traffic flow (as measured by improved level of service or decreased vehicle delay) at intersections in Otay Mesa, Chula Vista, and Downtown San Diego, as identified in Section 3.16 of the Final EIR.
- Operation of the South Bay BRT Project is identified in and would be consistent with adopted plans, programs, and policies to reduce traffic congestion and improve the performance of the regional transportation system, including the SANDAG 2050 RTP/SCS and the 2012 Regional Transportation Improvement Program.

Climate Change and Air Quality Benefits

- The South Bay BRT Project is part of the transportation network identified in the 2050 Regional Transportation Plan and Sustainable Communities Strategy, which according to the California Air Resources Board, would, if implemented, achieve state-established per-capita greenhouse gas emissions reductions for 2020 and 2035 for the San Diego region.
- The South Bay BRT Project is listed in the SANDAG 2012 Regional Transportation Improvement Program (RTIP), which was found to be in conformance with the SIP for meeting federal air quality standards by the U.S. Department of Transportation and U.S. Environmental Protection Agency. Meeting air quality standards would help improve public health in the region.
- The South Bay BRT Project would provide a rapid bus service as an alternative to driving. Passenger cars and light-trucks account for approximately 46 percent of greenhouse emissions in the San Diego region as of 2006.
- Transportation is one of the identified elements in the City of Chula Vista's Air Quality Improvement Guidelines. "Community and site design features and environmentally conscious building practices can have a substantial effect on air quality emissions and energy consumption. In recognition of this, the City of Chula Vista has been progressive in its approach to advancing the practices of energy conservation and reduction of greenhouse gas emissions. This is evident through the City's Growth Management Ordinance (CVMC 19.09), Carbon Dioxide (CO2) Reduction Plan, Climate Change Working Group (CCWG) Implementation Measures, and Green Building and Increased Energy Efficiency Ordinances (CVMC 15.12, and 15.26.030, respectively). These programs promote energy conservation and reduction of greenhouse gas emissions by requiring applicants to implement the best available community site design practices such as providing alternative modes of transportation, transit-friendly, walkable communities, and sustainable building design.[12]
- The City's CO2 Reduction Plan, adopted in 2000, establishes a strategy for the City to reduce energy consumption, promote alternative transportation and design transit friendly, walkable communities. As part of the AQIP, applicants will be required to demonstrate how their project was designed to help implement the action measures contained in this plan.[13]
- Identified in Table ES-1 of the City of Chula Vista's CO2 Reduction Plan are provisions for transit friendly design, integration of transit and land use and increased pedestrian access to transit.[14]

[12] http://www.chulavistaca.gov/city_services/development_services/planning_building/PDF/AQIP_Guidelines.pdf
[13] http://www.chulavistaca.gov/city_services/development_services/planning_building/documents/CO2.pdf
[14] http://www.chulavistaca.gov/city_services/development_services/planning_building/documents/CO2.pdf

Economic Benefits

- The South Bay BRT Project would generate local economic development benefits (i.e., private investment in Otay Mesa, eastern Chula Vista, and Downtown San Diego for the following reasons:[15]

  - By including physical features in the proposed project that convey a sense of permanence to developers, such as the dedicated guideway, transit stations with enhanced amenities, and Intermodal Transportation Center at the Otay Mesa Port of Entry. By connecting residential areas that are not served by public transportation, such as eastern Chula Vista, with employment and activity centers, such as Downtown San Diego, Otay Ranch Town Center, and the Otay Mesa Port of Entry.
  - By locating the proposed project in areas with local policies that support public transit, such as eastern Chula Vista and Downtown San Diego, which have been shown to generate ridership levels sufficient to attract private investment.

[15] United States Government Accountability Office. Report to the Committee on Banking, Housing, and Urban Affairs, U.S. Senate. *Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development.* GAO-12-811. July 2012. Available at: http://www.gao.gov/assets/600/592973.pdf

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 66

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.2b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katrina C. Pierce, Chief
Division of
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 August 2015 Commission meeting on the following Draft Environmental Impact Report (DEIR).

ISSUE:

07-LA-710, PM various

This DEIR proposes the sale of Department-owned surplus properties that are not impacted by the project alternatives being evaluated in the State Route 710 (SR 710) North Study Draft Environmental Impact Report/Environmental Impact Statement for sale in the cities of Pasadena, South Pasadena, and the El Sereno neighborhood in the city of Los Angeles. These surplus properties are to be offered for sale in a manner that will preserve, upgrade, and expand the supply of housing available to affected persons and families of low or moderate income, in accordance with Senate Bill (SB) 86 (Roberti, 1979), SB 416 (Liu, 2014) and the Affordable Sales Program (ASP) regulations. Senate Bill 416 requires proceeds from the sale of surplus properties to be allocated to the SR 710 Rehabilitation Account for the rehabilitation of surplus single family homes being sold to low- and moderate-income occupants for which lenders of government housing assistance programs require repairs. The SR 710 Rehabilitation Account is continuously refilled with each sale. When the balance of this accounts reaches $500,000, additional proceeds go to the State Highway Account and are to be allocated by the California Transportation Commission exclusively for projects located in Pasadena, South Pasadena, Alhambra, La Canada Flintridge, and the 90032 Zip code area of Los Angeles (El Sereno).

Alternatives considered for the proposed project include:

- Alternative 1 – No Action (No Sale) Alternative: The No Action Alternative assumes the proposed sales will not be adopted or implemented. The Department would retain ownership of the parcels and continue to make them available for rent throughout the cities of Pasadena, South Pasadena, and Los Angeles.

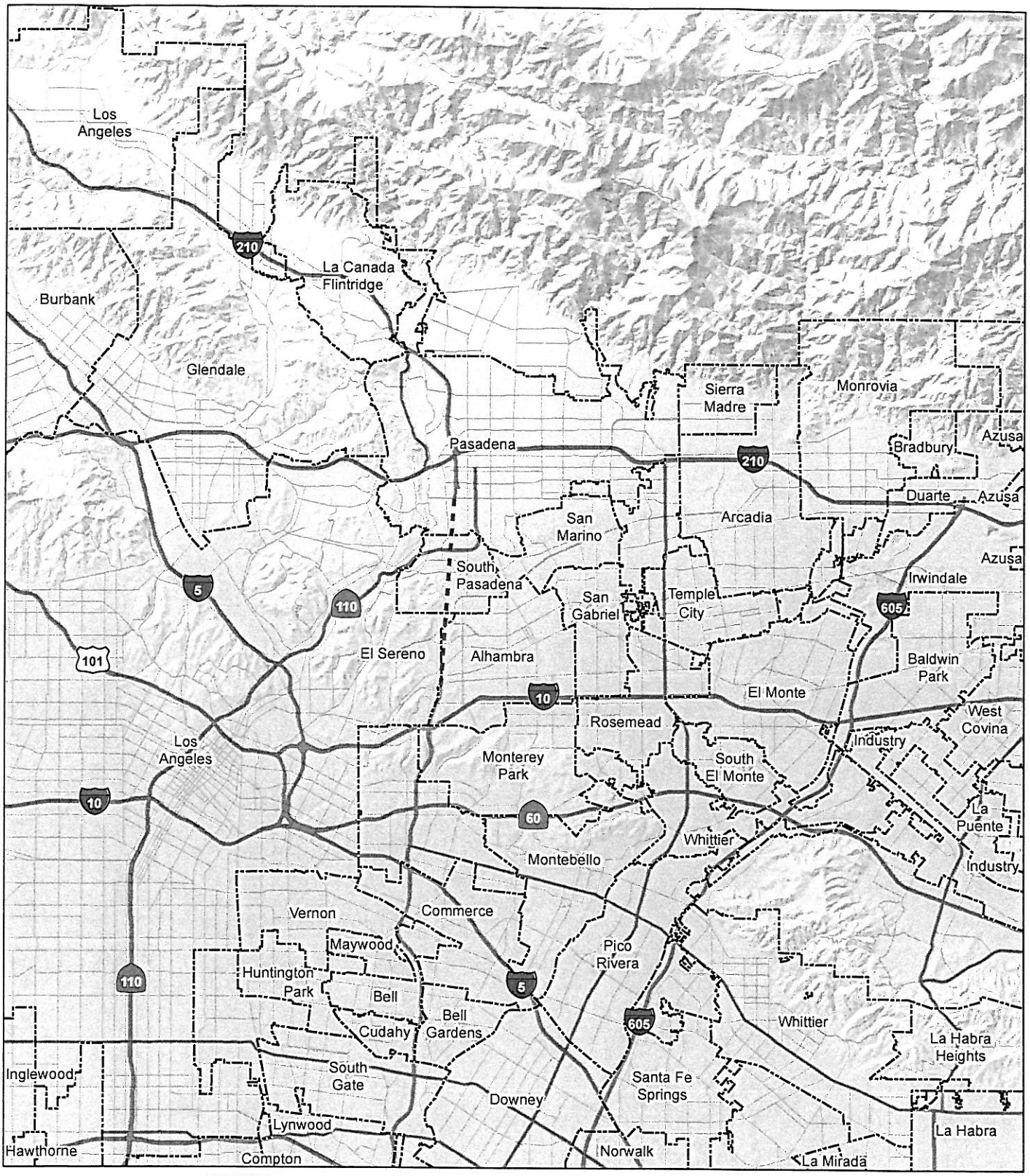
- Alternative 2 – Action Alternative: Alternative 2 assumes the proposed sale is implemented and will consist of selling surplus parcels that are no longer needed for the SR-710 North Study, pursuant to Streets and Highway Code Section 118.6, SB 86, SB 416, and ASP regulations.

The decision to prepare an EIR was made due to the scope of the project, the substantial amount of public controversy surrounding the project, and the anticipated significant impacts associated with the project. Impacts of the project include:

- Cultural Resources
- Land Use and Planning

The proposed project includes measures to minimize harm and an Environmental Commitments Record has been prepared and is included in the DEIR.

Attachment



LEGEND

Cities and Unincorporated Communities

Previously Planned SR 710 Freeway Alignment (Approximate Location)*

N

0 1.5 3
MILES

* Note: Surface route is no longer under consideration.

SOURCE: ESRI (2008); SCAG (2010)

I:\CDT1502\GIS\PropStudyArea.mxd (5/18/2015)

FIGURE 1-2

SR 710 Surplus Property Sale

Proposed Action Study Area Map

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.5
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM AMENDMENT RESOLUTION TCIF-P-1415-15**

ISSUE:

Should the California Transportation Commission (Commission) amend the TCIF Program to add the *Fullerton Road Grade Separation Project* in Los Angeles County as TCIF Project 114 at a cost of $35.06 million in TCIF funds?

RECOMMENDATION:

Commission staff recommends the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program project 114, the *Fullerton Road Grade Separation Project*.

BACKGROUND:

The Southern California Consensus Group (SCCG) and the Alameda Corridor-East Construction Authority (ACE) propose to amend the TCIF program by including the Fullerton Road Grade Separation Project as Project 114 in the Los Angeles/Inland Corridor element of the TCIF Program and program $35.06 million of TCIF funds to the project.

The proposed project will replace the at-grade railroad crossing of Fullerton Road and Union Pacific Railroad tracks by raising the tracks and lowering Fullerton Road to pass under the tracks in the City of Industry between Rowland Street and State Route 60. The project will be a six lane roadway underpass on Fullerton Road with retaining walls and a new railroad bridge. The proposed project will reduce traffic congestion, enhance safety, reduce air pollution emissions, and reduce noise impacts.

Since award savings in TCIF funds were realized in the Los Angeles/Inland Corridor, SCCG and ACE propose to place TCIF savings on this project (see attached letters). The total cost of the project is estimated at $127.3 million. Construction is expected to begin in March 2016.

RESOLUTION TCIF-P-1415-12

Be it Resolved, that the California Transportation Commission does hereby amend the TCIF program by adding the Fullerton Road Grade Separation Project as TCIF Project 114.

Attachments

- Letters of Support

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

RECD BY CTC
JUN 09 2015

June 4, 2015

Mr. Wil Kempton
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Kempton:

The Southern California Consensus Group has discussed and is in agreement with the TCIF programming requested by our partner agency. It is our understanding that the Alameda Corridor-East Construction Authority (ACE) is requesting to seek funding of $35,060,000 in Trade Corridor Improvement Funds (TCIF) for a new project; the construction of the Fullerton Road Grade Separation Project. This request is based upon the de-allocation of from two other ACE TCIF projects including the Baldwin Avenue project ($4,900,000) and the San Gabriel Trench project ($30,160,000).

Please see the attached letter detailing the programming request. We understand they intend to submit a formal application to the CTC for action in August 2015. Please direct any questions or comments regarding this issue to me at (213) 922-2887.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Wil Ridder
Executive Officer

cc: Southern California Consensus Group
Stephen Maller

Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

May 27, 2015

Mr. Wil Ridder
Deputy Executive Officer
Strategic Financial Planning and Programming
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-23-3
Los Angeles, CA 90012-2952

Re: **Southern California Consensus Group support for TCIF programming for Fullerton Road Grade Separation Project**

Dear Wil:

We hereby request the concurrence of the Southern California Consensus Group in the Alameda Corridor-East Construction Authority (ACE) submittal seeking the programming of $35,060,000 in Prop 1B Trade Corridor Improvement Funds (TCIF) for the Fullerton Road Grade Separation Project at the August 26-27 meeting of the California Transportation Commission (CTC).

The amount requested to be programmed represents a recycling of ACE project cost savings due to be de-allocated at the August CTC meeting and is not the result of any additional TCIF funding for ACE. ACE is requesting the funds be de-allocated from the Baldwin Avenue project due to a cost savings of $4,900,000 and from the San Gabriel Trench project due to similar anticipated cost savings totaling $30,160,000.

We appreciate your leadership and the support of the Southern California Consensus Group. Questions regarding this matter may be directed to ACE Community and Government Relations Director Paul Hubler at phubler@theaceproject.org or (626) 373-2685.

Sincerely,

Mark Christoffels
Chief Executive Officer

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.9
Action

From: WILL KEMPTON
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT RESOLUTION HST1A-P-1516-01**

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 in May 2010. 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.

San Joaquin Regional Rail Commission (SJRRC), owner/operator of the Altamont Corridor Express (ACE) commuter rail service, proposes to amend their Proposition 1A Connectivity program to rename and change the scope of the Stockton Passenger Track Extension (Gap Closure) project. In addition, the implementing agency is being changed to SJRRC/ACE. The original project was programmed for $10,974,000, but much of the project has been completed with other funds. The project is now proposed as the Stockton Passenger Track Extension (Gap Closure) Phase 2A project, to construct new track, including a single track bridge over Harding Way. Phase 2A is proposed to be programmed for $5,714,000 ($395,000 already allocated and spent for previous work). The remaining funds, totaling $5,260,000, are to be added to the unprogrammed balance, for a total unprogrammed balance of $9,260,000.

SJRRC/ACE is requesting a concurrent allocation of $5,319,000 for Phase 2A.

RECOMMENDATION:

Commission staff recommends that the Commission approve the SJRRC/ACE amendment, in accordance with Resolution HST1A-P-1516-01.

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 various amendments approved in the years since.

RESOLUTION HST1A-P-1516-01

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 August 27, 2015.

Attachment

PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-01

August 27, 2015
Item 4.9

PTC 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			
SCRRA	Positive Train Control		$35,000	$201,600	$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		$9,800	$9,800	$9,800				
Caltrans/SCRRA	Pacific Surfliner Positive Train Control		$46,550	n/a	$46,550				
Caltrans	Pacific Surfliner Positive Train Control		$26,950	$34,500	$26,950				
		PTC Program Subtotal	$136,133	$305,882	$128,800	$7,333			

Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	2015-16	future
SJRRC/ACE	Stockton Passenger Track Extension (Gap Closure) **Phase 2A**	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, **including a 90 foot single track bridge over Harding Way.**	~~$10974~~ **$5,714**	$24,895		**$395**			**$5,319**	
	Original Future Programming		~~$4,000~~							
	Future Programming		**$9,260**							**$9,260**
			$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	Car Purchase	Purchase new BART cars ($140 million).	$140,000	$285,000			$140,000			
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	$38,000	n/a		$3,800	$34,200			
	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	$78,639	$432,933			$78,639			
			$256,639							
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				

PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-01

Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	2015-16	future
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**	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			$23,471
	Future Programming		$4,942							$4,942
			$30,165							
Caltrans	Capitol Corr. Oakland to San Jose Track Improv., Ph 2*	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		
	San Joaquin Merced to Le Grand Double Track, Seg 1	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	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
	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans	$4,000	n/a		$4,000				
			$19,600							
		Non PTC Program Subtotal	$794,867		$0	$403,729	$285,996	$46,550	$5,319	$53,273
		Program Total	**$931,000**		**$128,800**	**$411,062**	**$285,996**	**$46,550**	**$5,319**	**$53,273**

* Project includes less than 5% ($1.5 million) of Prop 1A funds for pre-construction

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 69

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.1b.(2)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-32**

SUMMARY:

The California Department of Transportation will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and authorize the project to proceed as an Assembly Bill (AB) 3090 Reimbursement request at the next scheduled Commission meeting following the notice period.

ISSUE:

Placer County (County) is requesting an AB 3090 cash reimbursement for the use of local funds to replace $7,600,000 Regional Improvement Program (RIP) funds in Fiscal Year (FY) 2016-17 for construction of the Kings Beach Commercial Core Improvement – Gateway to the Core project (PPNO 1520) in Placer County. The County anticipates reimbursement in the last year of the STIP.

BACKGROUND:

The Kings Beach Commercial Core Improvement - Gateway to the Core project is the second phase of the Kings Beach Commercial Core Improvement project and will complete the west end of the project.

Currently $7,600,000 in RIP funds are programmed to construction in FY 2016-17. However, the project is ready to be advertised and the County is proposing to use local funds to deliver this much needed project now. The County is requesting an AB 3090 reimbursement of RIP funds as shown in the funding tables below.

This request follows AB 3090 Guidelines, which allow a local agency to use its own funds (non-state or non-federal) to complete a project component early to be later reimbursed with STIP funds currently programmed on the project. An AB 3090 reimbursement agreement will be drafted and submitted to the Commission staff for review prior to the Commission's October 2015 meeting.

Revise: Kings Beach Commercial Core Improvement – Gateway to the Core project (1520)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Placer	3	1520		CO	2016-17	9.2	10.3	28

Implementing Agency: (by component)	**PA&ED**	Placer County	**PS&E**	Placer County	
	R/W	Placer County	**CON**	Placer County	

RTPA/CTC:	Tahoe Regional Planning Agency
Project Title:	Kings Beach Commerical Core Improvement - Gateway to the Core
Location	In Kings Beach on SR 28 in the vicinity of SR 267 and Chipmunk Avenue.
Description:	Construct sidewalks, Class II bike lanes, roundabouts, public transit facilities, vehicular parking facilities, bicycle locking facilities, trash receptacles, benches, and street lamps.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	7,600				7,600				7,600				
Change	(7,600)				(7,600)				(7,600)				
Proposed	**0**				**0**				**0**				
Local Funds													
Existing	3,000				3,000				3,000				
Change	4,900			7,900	(3,000)				4,900				300
Proposed	**7,900**			**7,900**	**0**				**7,900**				**300**
Total													
Existing	10,600			0	10,600				10,600				0
Change	(2,700)			7,900	(10,600)				(2,700)				300
Proposed	**7,900**			**7,900**	**0**				**7,900**				**300**

Add: AB 3090 Reimbursement Project (1520A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Placer	3	1520A	0C931	S	2019-20			

Implementing Agency: (by component)	**PA&ED**	Placer County	**PS&E**	Placer County	
	R/W	Placer County	**CON**	Placer County	

RTPA/CTC:	Tahoe Regional Planning Agency
Project Title:	AB 3090 Reimbursement
Location	AB 3090 Reimbursement
Description:	AB 3090 Reimbursement

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0						0		0				
Change	7,600						7,600		7,600				
Proposed	**7,600**						**7,600**		**7,600**				
Total													
Existing	0						0		0				
Change	7,600						7,600		7,600				
Proposed	**7,600**						**7,600**		**7,600**				

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 70

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.1a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

Subject: **SHOPP AMENDMENT 14H-491**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 14H-491, in accordance with Senate Bill 486, which requires the Commission to approve any new projects amended into the SHOPP.

ISSUE:

Since the June 2015 report to the Commission, the Department recommends that 17 new capital projects to be amended into the 2014 SHOPP, as summarized in Attachment. The amendments noted below would be funded from the Major Damage Restoration, Safety Improvement, Bridge Preservation and 2014 SHOPP programming capacity.

2014 SHOPP Summary of New Projects by Category	No.	FY 2014/15 ($1,000)	FY 2015/16 ($1,000)	FY 2016/17 ($1,000)	FY 2017/18 ($1,000)
Major Damage Restoration	2				$5,405
Collision Reduction	14			$7,552	$25,807
Bridge Preservation	1			$4,173	
Total Amendments	17			$11,725	$31,212

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 recommends 17 new capital projects to be amended into the 2014 SHOPP.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of new projects amended into the SHOPP. Commission approval is essential prior to commencement of capital outlay support work by the Department.

Attachment

List of New 2014 SHOPP Capital Project Amendments

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.
Major Damage Restoration							
1487C	4-Son-37 0.3 2J500 04 1400 0523	Near Novato, at the Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement. PAED: 09/01/2016 R/W: 09/13/2017 RTL: 09/27/2017 CCA: 12/31/2018	$10 (R/W) $1,505 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$250 $250 $30 $320 $850	201.131 Assembly: 2 Senate: 2 Congress: 2 1 Location
1485H	4-Son-101 33.5 2J550 04 1400 0528	In and near Healdsburg, at Old Redwood Highway/Grant Undercrossing Bridge No. 20-0067L/R. Upgrade drainage elements and restore erosion and settlement damage. PAED: 09/01/2016 R/W: 09/13/2017 RTL: 09/27/2017 CCA: 12/31/2018	$40 (R/W) $3,850 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$630 $610 $100 $770 $2,110	201.131 Assembly: 2 Senate: 2 Congress: 2 1 Location
Collision Reduction							
3303	3-ED-50 70.6 4F840 03 1400 0305	Near Myers, at Route 89 South. Construct roundabout. PAED: 08/01/2016 R/W: 01/05/2018 RTL: 01/15/2018 CCA: 03/20/2020	$35 (R/W) $3,445 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$290 $550 $150 $770 $1,760	201.010 Assembly: 5 Senate: 1 Congress: 4 25 Collisions reduced
1482K	4-Ala-92 R4.0/R5.5 2J440 04 1500 0515	In Hayward, from west of Clawiter Road to west of Hesperian Boulevard. Install safety lighting and upgrade lighting. PAED: 09/02/2016 R/W: 12/02/2017 RTL: 03/02/2018 CCA: 06/03/2019	$10 (R/W) $2,556 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$574 $631 $77 $631 $1,913	201.010 Assembly: 20 Senate: 10 Congress: 15 27 Collisions reduced
1482N	4-Ala-238 R14.5/16.7 2J670 04 1400 0544	In Hayward, from 0.4 mile west of Clawiter Road and 0.3 mile west of Hesperian Boulevard. Install and upgrade safety lighting. PAED: 03/01/2017 R/W: 03/01/2018 RTL: 06/01/2018 CCA: 11/01/2019	$10 (R/W) $3,268 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$780 $850 $70 $900 $2,600	201.010 Assembly: 18, 20 Senate: 9, 10 Congress: 13, 15 63 Collisions reduced

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
0488M	4-Ala-VAR VAR 1J370 04 1400 0250	In Alameda and Contra Costa Counties on various routes at various locations. Apply high friction surface treatment. PAED: 03/31/2017 R/W: 04/16/2018 RTL: 05/15/2018 CCA: 12/05/2019	$25 (R/W) $6,715 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$726 $1,370 $28 $1,370 $3,494	201.010 Assembly: 15, 18, 20, 25 Senate: 9, 10 Congress: 13, 15, 17 607 Collisions reduced
1480F	4-CC-4 VAR 2J000 04 1400 0412	In and near Concord, from Route 680 to east of Bailey Road at three locations. Install safety lighting, high reflective striping and markings. PAED: 06/30/2017 R/W: 05/04/2018 RTL: 06/01/2018 CCA: 10/30/2019	$217 (R/W) $3,933 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$830 $830 $125 $747 $2,532	201.010 Assembly: 14 Senate: 7 Congress: 11 52 Collisions reduced
1418C	4-CC-24 1.0/R2.5 1J990 04 1400 0411	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting. PAED: 04/01/2017 R/W: 04/01/2018 RTL: 05/15/2018 CCA: 07/15/2019	$313 (R/W) $2,955 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$736 $420 $64 $480 $1,700	201.010 Assembly: 15, 16 Senate: 7, 9 Congress: 11, 13 65 Collisions reduced
6746	6-Kin-198 R18.4 0T510 06 1500 0096	In the city of Hanford, at the ramp intersection of 4th Street and Redington Avenue. Install traffic signals. PAED: 05/02/2016 R/W: 03/31/2017 RTL: 03/31/2017 CCA: 03/01/2018	$35 (R/W) $890 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$350 $600 $50 $350 $1,350	201.010 Assembly: 32 Senate: 14 Congress: 21 8 Collisions reduced

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
3004F	8-Riv-10 29.6 1F950 08 1500 0076	In Whitewater, at the West Route 62 to East Route 10 Connector Overcrossing. Apply high friction surface treatment. PAED: 02/25/16 R/W: 10/19/16 RTL: 11/14/16 CCA: 12/01/17	$35 (R/W) $441 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$196 $345 $11 $135 $687	201.010 Assembly: 42 Senate: 28 Congress: 36 19 Collisions reduced
3004G	8-Riv-15 23.8/33.4 1F870 08 1500 0063	In and near Lake Elsinore, from Nichols Road to Temescal Canyon Road. Construct rumble strips. PAED: 02/25/16 R/W: 10/19/16 RTL: 11/13/16 CCA: 12/01/17	$10 (R/W) $706 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$130 $200 $12 $90 $432	201.010 Assembly: 67 Senate: 28 Congress: 42 187 Collisions reduced
3004K	8-Riv-371 60.2/67.7 1F850 08 1500 0062	Near Cahuilla, from Wilson Valley Road to Cary Road; also from Kerby Road to Route 74 (PM 72.8/77.1). Construct rumble strips. PAED: 04/01/17 R/W: 01/02/18 RTL: 02/02/18 CCA: 03/01/19	$10 (R/W) $775 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$300 $200 $50 $90 $640	201.010 Assembly: 71 Senate: 28 Congress: 36, 42 32 Collisions reduced
3004H	8-SBd-38 8.5/15.0 1F910 08 1500 0065	Near Yucaipa, from Bryant Street to Valley of the Falls Drive. Construct rumble strips. PAED: 02/25/16 R/W: 10/19/16 RTL: 11/14/16 CCA: 12/01/17	$10 (R/W) $466 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$179 $341 $27 $182 $729	201.010 Assembly: 33 Senate: 23 Congress: 8 18 Collisions reduced
3159	10-Mer-99 VAR 1C470 10 1500 0112	In Merced, San Joaquin, and Stanislaus, Counties, at various locations. Construct shoulder rumble strips and improve safety visibility by installing lighting. PAED: 01/25/2016 R/W: 05/11/2016 RTL: 07/19/2016 CCA: 06/05/2017	$2,091 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$186 $250 $0 $400 $836	201.010 Assembly: 26 Senate: 12 Congress: 18 393 Collisions reduced

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
2860M	12-Ora-5 34.5/37.4 0N640 12 1400 0075	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Grove existing concrete pavement. PAED: 03/01/2016 R/W: 03/01/2017 RTL: 05/01/2017 CCA: 12/01/2019	$2,103 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$130 $690 $0 $650 $1,470	201.010 Assembly: 74 Senate: 37 Congress: 45, 48 102 Collisions reduced
3089A	12-Ora-39 0.6/22.2 0M520 12 1200 0096	In Huntington Beach, Anaheim and La Habra at various intersections. Modify traffic signals and enhance lighting. PAED: 05/20/15 R/W: 08/11/17 RTL: 08/30/17 CCA: 05/30/19	$25 (R/W) $2,300 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$0 $855 $15 $945 $1,815	201.010 Assembly: 72, 65 Senate: 34, 29 Congress: 45, 46 165 Collisions reduced
Bridge Preservation							
2407	1-Hum-283 0.12 0E840 01 1500 0036	In and near Scotia and Rio Dell, at Eel River Overhead No. 04-0015. Place methacrylate overlay, spot blast, clean, and paint steel bridge members. PAED: 10/01/2016 R/W: 04/01/2017 RTL: 04/01/2017 CCA: 03/01/2019	$11 (R/W) $4,162 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$296 $679 $14 $973 $1,962	201.119 Assembly: 1 Senate: 2 Congress: 1 1 Bridge

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 71

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $2,000,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION:

Resolved, that $2,000,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to award the following project.

Dist-Co-Rte	Original Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
03-ED-89	$7,843,000	$2,000,000	$9,843,000	26.7%

PROJECT DESCRIPTION:

This project is located in El Dorado County on Route 89. The primary objective of this project is to collect and treat highway storm water runoff in order to comply with the National Pollution Discharge Elimination System (NPDES) Permit (Board Order No 99-06-DWQ). The NPDES permit requires that storm water runoff collection, treatment and/or infiltration facilities be designed, installed and maintained for the discharge of storm water runoff from all impervious surfaces generated by a 20-year, one-hour design storm.

The project will construct various Best Management Practices including infiltration swales, retention basins, rock lined ditches, and rock energy dissipation devices. Additionally, the project will rehabilitate the existing drainage systems, remove AC dikes and replace them with PCC Curbs, dig out failed pavement to a depth of 0.35 foot, and remove and replace 0.20 foot AC surfacing throughout the project limits.

PROJECT LOCATION:

FUNDING STATUS:

At the December 2014 Commission meeting, the project received an allocation of $7,843,000. This request for an additional $2,000,000 is an increase of 26.7 percent above the allocated amount.

REASON FOR INCREASE:

Bids for this project were opened on October 29, 2014. There were two bids; one in the amount of $9,123,808.72 (42.7 percent above Engineer's Estimate) and the other one in the amount of $9,672,672.00 (51.3 percent above Engineer's Estimate). The Department reviewed the bids,

interviewed the bidders, and determined that it was in the best interest of the State to reject all of the bids and to re-advertise the project. During these interviews, the prevailing comments were that the project was located on a tight and narrow road, with limited access and inefficient staging areas. This resulted in higher contractor bids because of mobilization costs. The Department then modified the plans and specifications in an effort to provide a more constructible project based on the comments from the contractors. The following items were changed:

- Pave back of Hot Mix Asphalt after cold-plane by the end of the week, instead of within 24 hours;
- During the off-peak season, a full closure in the narrow switchback areas was provided.
- Reduce Disadvantaged Business Enterprise goal from 18 percent to 13 percent.
- Provide for better coordination with two adjacent projects (north and south) to improve access and to provide staging efficiency.

After making these modifications, the project was re-advertised and bids were opened on June 30, 2015. This time the project received four bids. The improvements to the bid package resulted in lowering the bid by nearly $1,300,000. The bid item prices trended downward from the first to the second bid opening. However, the contractors' overall bid amounts were still higher citing topographical limitations of the project and the resulting complexity of construction. Specifically, due to the lack of staging areas and steep/rocky terrain, the production based bid items including hot mix asphalt, replace asphalt surfacing, roadway excavation and traffic control were higher than the engineer's estimate.

LESSONS LEARNED:

A more careful analysis should have been made of the construction staging strategy prior to advertising this project the first time. The roadway is narrow with narrow shoulders, no detour or alternate routes, and with very few areas available for equipment or material staging. A thorough examination of how the project would be constructed would have revealed that production rates would be low due to the challenges with bringing materials into the work area. This knowledge, in turn, would have been used to estimate production rates and finally, to determine the capital funds required for the project.

DETERMINATION

The Department has determined that re-advertising this project for a third time will not reduce the unit costs and recommends that this request for $2,000,000 be approved to allow this contract to be awarded.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	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-15-01**
1 $2,000,000 Department of Transportation EDLTC El Dorado 03-ED-89 13.8/18.0	Near South Lake Tahoe, from Cascade Road to north of Eagle falls Sidehill viaduct. Storm water quality improvements. Outcome/Output: Construct infiltration swales, basins, rock lined ditches, rock energy dissipation devices and rehabilitate drainage systems to comply with the National Pollution discharge Elimination System (NPDES) permit. Supplemental funds are needed to Award. Total revised amount $9,843,000	03-3453C SHOPP/2013-14 20.20.201.335 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.335 0300000224 4 1A843	$157,000 $7,686,000	 $40,000 $1,960,000	$157,000 $7,686,000 $40,000 $1,960,000

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSTLY VOTED PROJECT RESOLUTION FA-15-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate an additional $697,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION:

Resolved, that $697,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to award the following project.

Dist-Co-Rte	Original Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
06-Tul-190	$2,026,000	$697,000	$2,723,000	34.4%

PROJECT DESCRIPTION:

This project is located near the city of Porterville at Road 284. At this location, Route 190 is a two-lane rural conventional highway on level terrain. The route provides access for agricultural goods movement. The purpose of the project is to improve safety of the intersection by constructing a roundabout that will reduce the number and severity of collisions.

FUNDING STATUS:

The project received an allocation at the May 2015 Commission meeting of $2,026,000. This request for an additional $697,000 is an increase of 34.4 percent above the allocated amount.

REASON FOR INCREASE:

The project bids were opened on June 24, 2015. Six bid packages were issued but only two bids were received. The lowest bid received is $2,723,000.

The Department performed a bid analysis to evaluate the differences between the Engineer's Estimate and the contract bid items. The contract contains 113 bid items. Six primary items

account for the major difference between the low bid and the Engineer's Estimate. The top four primary items are discussed below.

The largest cost difference item is Traffic Control System. The low bid was $157,250 or 285 percent above the Engineer's Estimate due to complex staging required to keep the intersection open during construction. There are no viable detours available and the intersection must be kept open to traffic during construction so local businesses including a rock quarry, casino and gas station/store are not impacted adversely.

The three other primary items collectively account for a difference of $290,010 between the low bid and the Engineer's Estimate. These items are Roadway Excavation, Class 2 Aggregate Base and Minor Concrete (Misc. Construction); these items are higher due to the need to keep the intersection open, which presents a challenge with regard to construction access due to right of way restrictions and working around live traffic.

Other comments received from the two bidders and the four bid package recipients who did not bid are as follows:

- High workload due to a recent increase in construction activity in lower San Joaquin Valley.
- Higher unit prices resulting from an increased regional demand in construction materials.
- Increased complexity of curvilinear concrete planter due to roundabout adds to labor costs.
- Lack of previous experience in constructing roundabouts coupled with complex staging.

These factors collectively led to an overall cost increase of $697,000.

LESSONS LEARNED:

Due to the challenges posed by complex staging required to keep the intersection open to traffic during construction, a more thorough constructability review beyond the standard practice, would have highlighted the construction risks that resulted in higher unit costs.

DETERMINATION:

The Department has 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 and therefore recommends that this request for $697,000 be approved to award the project to the low bidder.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-03**
1 $697,000 Department of Transportation Tulare 06-TUL-190 20.9/21.2	Near Porterville, at Road 284. Outcome/Output: Construct a single lane roundabout to reduce the number and severity of collisions. Supplemental funds are needed to Award. Total revised amount $2,723,000 (Additional contribution: $400,000 from Tulare County.)	06-6428 SHOPP/2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010 0600000188 4 0J530	$41,000 $1,985,000	 $14,000 $683,000	$41,000 $1,985,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,000,000 for the State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to close-out the construction contract.

RESOLUTION:

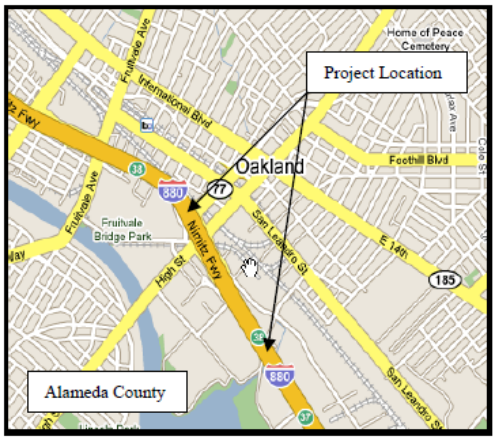
Resolved, that $1,000,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide funds to close out the following project.

Dist-Co-Rte	Original Allocated Amount	Award Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Award Amount
04-ALA-880	$100,200,000	$58,630,000	$64,693,000	$1,000,000	$65,693,000	1.5%

PROJECT DESCRIPTION:

The project is located on Route 880 in Oakland, Alameda County. As part of the Phase II Seismic Retrofit Program, this project replaces the seismically deficient High Street overhead structures. The overhead consists of two parallel structures, one for each direction of travel. The project also reconfigures the Route 77/880 (42nd Avenue) Interchange to a partial diamond interchange with at-grade intersections. The structures are vulnerable to damage in the event of a major earthquake and seismic studies determined that it is best to replace the structures rather than to retrofit them. Furthermore, the structures have reached the useful design life and are in need of frequent repairs.

PROJECT LOCATION



FUNDING STATUS:

The project was programmed in the 2008 SHOPP and in December 2008, the Commission allocated $100,200,000 for the project. In August 2009, the contract was awarded for $58,630,000 and construction work commenced in September 2009. In September 2009, an additional $6,063,000 was allotted by the Department through a G-12 adjustment, bringing the cost of the project to $64,693,000.

This request of $1,000,000 brings the total cost to $65,693,000, an increase of 12 percent above the contract award amount.

REASONS FOR COST INCREASE:

Upon completion of construction, the contractor submitted 25 exceptions to the proposed final estimate, totaling $10,475,184 plus interest. These included claims for the escalated cost of reinforcing steel, numerous item adjustments, and the disposal of contaminated. The Department completed the entitlement analysis and concluded an additional $1,000,000 is warranted.

DETERMINATION:

The Department has determined that this request of $1,000,000 is warranted and the contractor has agreed this payment will close-out the construction contract.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-02**
1 $1,000,000 Department of Transportation Alameda 04-ALA-880 27.4/28.0	In Oakland, from 0.6 mile south of High Street to 0.1 mile south of Fruitvale Avenue, at High Street Separation and Overhead (Bridge No. 33-0732L/R). Outcome/Output: Replace structurally deficient bridges to maintain structural integrity in the event of a major earthquake and reduce the risk to lives and properties.	04-0040E SHOPP/2008-09 302-0042 SHA 302-0890 FTF 20.20.201.113	$5,451,100 $59,241,900		$5,451,100 $59,241,900
	Supplemental funds are needed to Close-out Contract. Total revised amount $65,693,000	SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.113 0100000447 4 16542		$92,000 $908,000	$92,000 $908,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-04**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $250,000 for the State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to close-out the construction contract.

RESOLUTION:

Resolved, that $250,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0890 to provide funds to close-out the following project.

Dist-Co-Rte	Original Allocation	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
12-Ora-39	$925,000	$1,076,000	$250,000	$1,326,000	43.4%

PROJECT DESCRIPTION:

This project is located in Orange County on Route 39 in the city of Huntington Beach. Work includes drainage improvements, installation of a culvert, and construction of an underdrain.

PROJECT LOCATION

FUNDING STATUS:

The project is included in the Commission-approved Fiscal Year 2013-14 SHOPP annual minor program at $925,000 for construction. In May 2014, an allocation of $994,000 of SHOPP funds was reported to the Commission as required by the minor program resolution. On May 2, 2014, the contract was awarded for $1,076,000 using G-12 delegation authority. Construction work commenced in June 2014, and was completed in January 23, 2015.

This request for an additional $250,000 is an increase of 43.4 percent above the original allocated amount.

REASONS FOR COST INCREASE:

Upon completion of construction, the contractor submitted a Letter of Exception to the Proposed Final Estimate that included a claim amount of $1,309,000. The exceptions focused on unanticipated conditions that resulted in additional cost and delay. These conditions included unsuitable soil encountered during excavation, a need for additional imported material, the discovery and removal of previously unknown buried reinforced concrete, and replacement of sand bedding, under the drainage culvert that was washed away by high tides, with gravel and concrete slurry. The Department negotiated with the contractor and has come to resolution that an additional $250,000 resolves all pending claims.

DETERMINATION:

The Department has determined that this request of $250,000 is warranted and the contractor has agreed this amount will close-out the contract.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	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.(4)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-04**
1 $250,000 Department of Transportation OCTA Orange 12-Ora-39 0.6/1.1	In Huntington Beach on Beach Boulevard from 0.1 mile north of Atlanta Avenue to Indianapolis Avenue. Outcome/Output: Construct drainage improvements by installing a culvert. and sidewalk. Supplemental funds are needed to Close-out Contract. Total revised amount $1,326,000	12-XXXX SHOPP/2013-14 302-0042 SHA 302-0890 FTF 201.151 SHOPP/2014-15 302-0890 FTF 201.151 1212000115 4 0M580	$10,500 $1,065,500	 $250,000	$10,500 $1,065,500 $250,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **ALLOCATION OF SUPPLEMENTAL FUNDS FOR A PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-05**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $147,000 in Interregional Improvement Program funds for the Merced County 99 Corridor Bridge Enhancement project (PPNO 0196) in Merced County.

ISSUE:

Additional funds are needed for construction engineering in order to close-out the project.

RESOLUTION:

Resolved, that $147,000 be allocated for construction engineering to close-out the project identified below.

Dist-Co-Route	Funds	Component	Original Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
10-Mer-99	IIP	CON ENG	$260,000	$147,000	$407,000	57%

PROJECT DESCRIPTION:

Aesthetic enhancements for nine overcrossing structures along the SR 99 Corridor in Merced County within the cities of Merced, Atwater, Livingston, and Delhi, at various locations from Childs Avenue to Griffith Road.

LOCATION:

FUNDING STATUS:

At its March 2013 meeting, the Commission allocated $260,000 of Interregional Improvement Program (IIP) funds for construction engineering and $900,000 of IIP funds for construction capital.

An additional $147,000 for construction engineering is needed to close-out the project and is an increase of 57 percent above the allocated amount. This funding shortfall is proposed to be funded with IIP funds.

REASONS FOR COST INCREASE:

The project is complete and all expenditures are final. However, the increase in construction engineering is a direct result of the increase in the number of contract working days which could not have been avoided. The construction capital stayed within the allocated amount.

The contract was originally planned for 45 working days. The contractor began work on January 13, 2014. Several factors including weather constraints, specification for anti-graffiti coating, and under estimate of roadway excavation contributed to an increase in working days, from 45 days to 123 days. In addition, support costs were not anticipated for lane closure restrictions, District Maintenance's requests during Construction, and contractual issues related to sub-contractor substitutions.

Bridge painting was the controlling operation, which is weather and temperature sensitive work. Due to issues related to weather and temperature, the resident engineer granted the contractor additional working days for "weather too cold to paint" weather days. In addition, the specifications required an anti-graffiti coating to be applied 28 calendar days after completion of slope paving; those days were not calculated into the original working days schedule. Lane closure restrictions required the work on this project be divided into two shifts - day shift for slope paving work and night shift for painting; this required the use of a structures representative inspector for the day work and night work.
There were additional delays due to issues with railroad flagging and right of entry. Working days were also increased due to rain delay, lane closure conflicts with landscape maintenance work, rework of slope paving and roadway excavation. The quantity of roadway excavation significantly increased requiring additional days for the operation over the original estimate.

The project manager was monitoring the support expenditures closely due to the increase of working days. The structures representative inspection was done by consulting services but, due to the delay in invoicing, it was not realized until after the expenditures were incurred that the project had exceeded the threshold requiring supplemental funds for construction engineering. The increase in construction engineering was required to administer the construction contract and was unavoidable.

DETERMINATION:

The Department has determined that this request of $147,000, is warranted to close out the project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	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.(5)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-05**
1 $147,000 Department of Transportation MCAG Merced 10-MER-99 13.1/R36.7	In the cities of Merced, Atwater, Livingston and Delhi at various locations from Childs Avenue to Griffith Road. Install bridge enhancements. Supplemental funds are needed to Close-out Contract. Total revised amount $1,432,500 (CEQA - CE, 2/11/2011.) (NEPA - CE, 2/11/2011.) Outcome/Output: Applying colored bands, slope paving and chain link railing on the thirteen overcrossing structures.	10-0196 IIP/ 001-0042 SHA IIP/2012-13 301-0042 SHA 301-0890 FTF 20.20.025.700 IIP/ 001-0042 SHA 001-0890 FTF 1000020386 0S950	$260,000 $12,500 $1,013,000	$3,000 $144,000	$260,000 $12,500 $1,013,000 $3,000 $144,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.7a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT**
RESOLUTION FDOA-2015-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $162,000 for the Marina Municipal Airport (Project Number Mon-10-15-1) California Aid to Airports Program Acquisition and Development project in Monterey County, programmed in the 2015 Aeronautics Program.

ISSUE:

The attached list describes one locally administered Aeronautics project totaling $162,000. The agency for this project is ready to proceed and is requesting allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $162,000 be allocated from the Aeronautics Fund Non-Budget Act Item 2660-602-0041 for one locally administered Aeronautics project, as described in the attachment.

Attachment

2.7 Aeronautic Financial Matters

Project Number Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item Number Fund Type Program Code	Amount by Fund Type
2.7a. Aeronautics - Acquisition and Development Program		**Resolution FDOA-2015-01**	
1 $162,000 Monterey County Land Use Commission Monterey	Marina Municipal Airport Update Airport Land Use Compatibility Plan, County-wide Mon-10-15-1	2015–16 602-0041 10.10.020.200	$162,000

State of California
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M e m o r a n d u m

Tab 77

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5w.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS RESOLUTION FATP-1516-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $6,986,000 for 15Active Transportation Program (ATP) projects.

ISSUE:

The attached vote list describes 15 ATP projects totaling $6,986,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $6,986,000 be allocated from the Budget Act of 2014 and Budget Act of 2015, Budget Act Items 2660-108-0042 and 2660-108-0890 for the ATP 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
1 $500,000 Shasta Regional Transportation Agency SRTA 02-Shasta	**Shasta SRTS**. In shasta County, within three school districts, Cascade Union, Redding School Districts and Shasta Union High School District. (Statewide - ID 0034) (CEQA - Letter, 6/17/2015.) Outcome/Output: This project will increase the number of children walking/biking to school and within the community, which will increase physical activity and reduce obesity. More children walking to school will reduce traffic congestion, a factor in air quality, and will decrease asthma.	02-2571 ATP/15-16 CONST $500,000 0215000081	2015-16 108-0042 SHA 20.30.720.100	$500,000
2 $60,000 City of Biggs BCAG 03-Butte	**Biggs SRTS.**. Within the central portion of Biggs along the main school routes on Aleut Street, Bannock Street, 2nd Street and 3rd Street. Provide infrastructure improvements including sidewalks, crosswalks and other related ADA improvements as well as a non-infrastructure awareness and outreach program. (Small Urban and Rural - ID 0041) (CEQA - NOE, 6/16/2015.) Outcome/Output: Execute an awareness and outreach program and construct infrastructure improvements to provide safer and more accessible routes for walking and biking to and from Biggs Elementary School and Biggs High School.	03-1016 ATP/15-16 PS&E $60,000 0315000052	2015-16 108-0042 SHA 20.30.720.100	$60,000
3 $335,000 City of Albany MTC 04-Alameda	**Albany Complete Streets for San Pablo Avenue and Buchanan Street**. The project is located along San Pablo Avenue, north of Solano/San Pablo Intersection, and Buchanan street. Project consists of the implementation of the pedestrian walkway enhancements. (Statewide - ID 0119) (CEQA - NOE, 5/4/2015.) Outcome/Output: The project will enhance safety and make this corridors friendlier for all users. It will also create a more vibrant economic condition for local businesses along the San Pablo Avenue and Buchanan Street neighborhoods.	04-2190B ATP/15-16 PS&E $335,000 0415000396	2015-16 108-0042 SHA 20.30.720.100	$335,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
4 $21,000 San Francisco Department of Public Works MTC 04-San Francisco	**John Yehall Chin Safe Routes To School**. In San Francisco- locations may include: Kearny Street at Nottingham Place, Kearny Street at Jackson Street, Sansome Street at Pacific Street, Montgomery Street at Jackson Street, Broadway Street at Montgomery Street, Kearny Street at Bush Street, Grant Avenue at Jackson Street. Construction of bulb-outs and curb ramps. (Statewide - ID 0197) Outcome/Output: The project will improve pedestrian safety and walkability in the neighborhood surrounding John Yehall Chin Elementary School and is expected to reduce the severity of three pedestrian collisions and eliminate 2-3 pedestrian collisions every five years.	04-2023B ATP/15-16 PA&ED $21,000 0415000408	2015-16 108-0890 FTF 20.30.720.100	$21,000
5 $757,000 Santa Cruz County SCCRTC 05-Santa Cruz	**Installation of Radar Speed Feedback Signs and Flashing Beacons near 22 schools in Santa Cruz County**. Installation of 39 radar feedback signs, 7 rectangular rapid flashing beacons and one overhead flashing beacon on various road in Santa Cruz county, adjacent to 22 schools. (Small Urban and Rural - ID 0264) (CEQA - NOE , 05/12/2014.) Right of Way Certificate:09/03/2014 Time extension for FY 14/15 Construction expires on December 31, 2015. Outcome/Output: Installation of safety equipment will result in a reduction of conflicts between vehicles, pedestrians and bicyclists. (VOTE BOX REVISED, IN	05-2605 ATP/14-15 CONST $757,000 0515000035	2014-15 108-0042 SHA 20.30.720.100	$757,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
6 $222,000 CSU Fresno FCOG 06-Fresno	**Fresno State - Barstow Avenue Bikeways**. Within City of Fresno- Construct bike lane on north side of Barstow Avenue (University owned) from Cedar Avenue to Chestnut Avenue; approximately one mile. Includes widening road and new vehicle right turn lane at northeast corner of Barstow and Cedar Avenues. (Statewide - ID 0287) (CEQA - NOE-CE, 7/9/2015.) Time Extension for FY 14-15 PS&E expires on 8/31/2015. Outcome/Output: Complete the longest west-east bikeway and connect the longest north-south trails in the City of Fresno / Close a prominent gap between the bikeway systems of two adjacent municipal jurisdictions and in doing so transform the university from a major barrier into a major access route for commuter bicycling.	06-6744 ATP/14-15 PS&E $222,000 0616000006	2014-15 108-0042 SHA 20.30.720.100	$222,000
7 $79,000 City of Fresno FCOG 06-Fresno	**Sidewalks on Hughes Avenue from Hedges to Floradora**. Construction of sidewalks along Hughes Avenue between Hedges Avenue and Floradora Avenue. (MPO - ID M003) (CEQA - CE, 5/12/2015.) (NEPA - CE, 6/9/2015.) Time Extension for FY 14-15 PS&E and Right of Way expires on 12/31/2015. Outcome/Output: Construction of sidewalk / Providing a safe walking route for Elementary School students walking to school.	06-6759 ATP/14-15 PS&E $8,000 R/W $71,000 0615000165	2014-15 108-0890 FTF 108-0890 FTF 20.30.720.100	$8,000 $71,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
8 $1,445,000 Los Angeles County LACMTA 07-Los Angeles	**Unincorporated Los Angeles County Pedestrian Plans and Programs**. The funds will be used for the development Non-Infrastructure Pedestrian Plans and Programs. The scope of work includes the following: 1) data collection and analysis, 2) community participatory planning, 3) a public awareness media campaign across county communities; and 4) tailored, culturally competent outreach, education and encouragement programs specific to each community. The project will take place in the four unincorporated communities of Walnut Park, West Athens-Westmont, West Whittier-Los Nietos, and Lake Los Angeles. (Statewide - ID 0448) (CEQA - Letter; 06/19/2015.) Outcome/Output: The project will provide the County with prioritized pedestrian project list that address community concerns and gaps in the pedestrian network. The county does not currently have Pedestrian Plans for the unincorporated areas; this project will increase the readiness for implementing infrastructure that is desired by residents. The Plans will build upon Bicycle Master Plan, Suggested School Maps, Transit Oriented Development Access Studies, County General Plan and Climate Action Plan. Each target community has high rates of poverty, child and adult obesity, and pedestrian injuries and fatalities; several communities lack basic pedestrian amenities(such sidewalks). This project will help increase active transportation in the four focus communities and beyond, increasing pedestrian activity benefiting community health and economy.	07-4909 ATP/15-16 CONST $1,445,000 0715000239	2015-16 108-0042 SHA 20.30.720.100	$1,445,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
9 $100,000 County of Los Angeles LACMTA 07-Los Angeles	**East Los Angeles Community Safe Routes to School Program**. (Infrastructure) Installation of a 0.5 mile long Class III bike route on 6th Street between Arizona Avenue and Woods Avenue and a 1.4 mile long bike boulevard on Hubbard Street between Woods Avenue to Hay Avenue. Curb extensions (bulb out) on 6th Street at Clela Avenue and Bradshawe Street near Garfield High School. Bulbouts on Hubbard Street at Atlantic Boulevard and Findlay Street, and bulb outs and a traffic circle at 6th Street and Bradshawe Street. The scope also includes a bicycle and pedestrian safety education and includes a bicycle and pedestrian safety education and encouragement program for all public schools in the community, to reinforce safe bicycling and walking habits amongst the students train volunteers to continue the program after grant completion. (Statewide - ID 0443) (CEQA - EIR; (02/28/2012) (Future Consideration of Funding approved under Resolution E-13-33; May 2013.) Outcome/Output: The bikeway and intersection improvements will calm traffic, raise motorist awareneness regarding bicyclist, and reduce street crossing widths. The education and encouragement program will educate students on safe ways to walk or bike to school and ensure future sustainability by training volunteers on ways to continue the program. The project will enhance pedestrian and bicycle safety and mobility.	07-4914A ATP/15-16 PS&E $100,000 0715000272	2015-16 108-0042 SHA 20.30.720.100	$100,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
10 $160,000 County of Los Angeles LACMTA 07-Los Angeles	**East Los Angeles Community Safe Routes to School Program**. (Non Infrastructure) Installation of a 0.5 mile long Class III bike route on 6th Street between Arizona Avenue and Woods Avenue and a 1.4 mile long bike boulevard on Hubbard Street between Woods Avenue to Hay Avenue. Curb extensions (bulb out) on 6th Street at Clela Avenue and Bradshawe Street near Garfield High School. Bulbouts on Hubbard Street at Atlantic Boulevard and Findlay Street, and bulb outs and a traffic circle at 6th Street and Bradshawe Street. The scope also includes a bicycle and pedestrian safety education and includes a bicycle and pedestrian safety education and encouragement program for all public schools in the community, to reinforce safe bicycling and walking habits amongst the students train volunteers to continue the program after grant completion. (Statewide - ID 0443) (CEQA - EIR; (02/28/2012) (Future Consideration of Funding approved under Resolution E-13-33; May 2013.) Outcome/Output: The bikeway and intersection improvements will calm traffic, raise motorist awareness regarding bicyclist, and reduce street crossing widths. The education and encouragement program will educate students on safe ways to walk or bike to school and ensure future sustainability by training volunteers on ways to continue the program. The project will enhance pedestrian and bicycle safety and mobility.	07-4914B ATP/15-16 CONST $160,000 0716000008	2015-16 108-0042 SHA 20.30.720.100	$160,000
11 $1,450,000 City of Rialto SANBAG 08-San Bernardino	**City of Rialto Safe Routes to School Program**. The project will develop a Safe Routes to School (SRTS) program promoting the engineering, education, encouragement, enforcement, and evaluation of activities to increase student walking and bicycling to 29 schools within the Rialto Unified School District. (Statewide - ID 0557) (CEQA - NOE, 12/18/2014.) Time Extension for FY 14-15 CONST expires September 30, 2015. Outcome/Output: The project will promote greater student physical activity by removing physical barriers and to demonstrate walking and bicycling as safe modes of transportation.	08-1164 ATP/14-15 CONST $1,450,000 0815000150	2014-15 108-0042 SHA 20.30.720.100	$1,450,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
12 $119,000 City of Chino Hills SANBAG 08-San Bernardino	**Los Serranos SRTS**. Construct curb, gutter, sidewalk, and ADA-compliant curb ramps along eleven residential streets within the Los Serranos neighborhood of Chino Hills. (MPO - ID 0545) (CEQA - NOE, 4/10/2015.) Time extension for FY 14-15 PS&E expires on December 31, 2015. Outcome/Output: The project will provide safer means for students walking or bicycling to four neighborhood schools.	08-1168 ATP/14-15 PS&E $119,000 0815000141	2014-15 108-0042 SHA 20.30.720.100	$119,000
13 $5,000 City of Merced MCAG 10-Merced	**State Highway 59 & BNSF RR Multi-use Path crossing**. Construct a non-motorized multi-use path and widening of State Highway 59 at the BNSF railroad crossing between Olive Ave. to Cooper Ave. (Small Urban and Rural - ID 0599) Outcome/Output: The construction of the multi-use path will provide a safe connection, eliminating pedestrians and cyclist from using the road, resulting in a dramatic reduction in conflicts with cars and trucks.	10-3126 ATP/15-16 PA&ED $5,000 1015000175	2015-16 108-0890 FTF 20.30.720.100	$5,000
14 $483,000 City of Imperial Beach SANDAG 11-San Diego	**Elm Ave Traffic, Pedestrian and Cycling Safety & Mobility Improvement**. This project is located on Elm Avenue, between Seacoast Drive and 7th Street, and additional improvements on Connecticut Avenue. This Safe Routes to School project addresses traffic, pedestrian, cycling and mobility safety improvements. (Statewide - ID 0666) (CEQA - NOE, 11/19/2014.) Right of Way Certification: 8/5/2015. Outcome/Output: The project will significantly improve the student safety on route to and from school and will provide a new connection to the Imperial Beach Bicycle Network.	11-1154 ATP/15-16 CONST $483,000 1115000091	2015-16 108-0042 SHA 20.30.720.100	$483,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-01**
15 $1,250,000 Department of Transportation Various 50-Various	**State Technical Assistance Resource Center (TARC)**. Statewide TARC for ATP. The TARC to be programmed FY 14-15 & 15-16. Project will require multiple contracts between Department of Transportation, Department of Public Health, and outside consultants. Contracts are for one year with annual renewal clause. Scope Of Work: 1) Survey community ATP needs, 2) Research, develop, compile resources, 3) Create database, 4) Conduct training and workshops 5) Develop and maintain website. (Statewide - ID 0773) (CEQA - CE; 10/22/2014.) Outcome/Output: The project will provide active transportation support, training resource materials and continue safe route to school and active transportation health issue education throughout the State.	50-0773 ATP/15-16 CONST $1,250,000 0015000079	2015-16 108-0042 SHA 20.30.720.100	$1,250,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 78

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECT RESOLUTION FP-15-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $577,000 for one State Highway Operation and Protection Program (SHOPP) Minor project.

ISSUE:

The attached vote list describes the Mojave Maintenance Station SHOPP Minor project in Kern County for $577,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $577,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-303-0042 for one SHOPP Minor project described on the attached vote list.

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

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-15-01**
1 $577,000 Kern 06-Fre-14 L16.7/L5713	In Mojave, at the Mojave Maintenance Station. **Outcome/Output:** Construction of a new crew facility, demolition of the existing electrical/building crew office, and minor site work to provide an oil/water separator for treating storm water runoff before it leaves the yard. (This is a substitute project for EA 06-0T300.)	0R060 0614000003 SHOPP	2015-16 303-0042 SHA 20.20.201.352	$577,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 79

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-15-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $313,071,000 for 47 projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and $539,481,000 for 62 additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 109 SHOPP projects totaling $852,552,000 programmed in Fiscal Year 2014-15. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $852,552,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890, for 109 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.(1a) SHOPP Projects				**Resolution FP-15-02**
1 $2,000,000 Del Norte 01-DN-199 24.6	Near Patrick Creek, at 2.6 miles north of Patrick Creek Road. Outcome/Output: Construct a soldier-pile retaining wall and reconstruct roadway at one location to permanently restore storm damaged slip-out and retaining wall failure. Preliminary Engineering — Programmed / Expended: PA&ED $300,000 / $256,702 PS&E $900,000 / $570,857 R/W Supp $10,000 / $2,313 (Construction Support: $650,000)	01-1082 SHOPP/14-15 $3,000,000 0112000116 4 0B320	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$229,000 $1,771,000
2 $261,000 Lake 01-Lak-29 0.2	Near Middletown, at St. Helena Creek Bridge No.14 -0052. Outcome/Output: Mitigate in-stream bridge pier scour by placing rock slope protection at piers and along bank to prevent further erosion and foundation undermining. Preliminary Engineering — Programmed / Expended: PA&ED $71,000 / $400,661 PS&E $75,000 / $140,648 R/W Supp $16,000 / $2,557 (Construction Support: $219,000)	01-3087 SHOPP/14-15 $300,000 0112000022 4 38560	2014-15 302-0042 SHA 20.20.201.119	$261,000
3 $1,249,000 Mendocino 01-Men-1 2.3/2.5	Near Gualala, from 0.1 to 0.3 mile north of Big Gulch Road. Outcome/Output: Construct soldier-pile tie-back retaining wall, provide drainage system improvements, and reconstruct roadway to permanently restore storm damage slip-out, drainage system failure and utility water line break. Preliminary Engineering — Programmed / Expended: PA&ED $250,000 / $289,429 PS&E $425,000 / $518,403 R/W Supp $25,000 / $17,013 (Construction Support: $460,000)	01-4513 SHOPP/14-15 $1,830,000 0100020262 4 49771	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$25,000 $1,224,000
4 $371,000 Mendocino 01-Men-1 35.7	Near Elk, at 1.8 miles north of Philo Greenwood Road. Outcome/Output: Permanently restore storm damage roadway slip-out at one location by constructing a rock buttress and overside drain. Preliminary Engineering — Programmed / Expended: PA&ED $110,000 / $125,923 PS&E $200,000 / $313,252 R/W Supp $60,000 / $59,487 (Construction Support: $120,000)	01-4547 SHOPP/14-15 $320,000 0112000131 4 0B470	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$43,000 $328,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
5 $2,762,000 Mendocino 01-Men-128 2.8/11.1	Near Navarro, from 2.8 miles east of Route 1 to 0.5 mile west of Flynn Creek Bridge at various locations. Outcome/Output: Rehabilitate 51 deteriorated or under-sized drainage systems by replacing. Preliminary Engineering — Programmed / Expended PA&ED $742,000 / $741,919 PS&E $2,000,000 / $2,610,687 R/W Supp $475,000 / $434,289 (Construction Support: $937,000)	01-4506 SHOPP/14-15 $3,388,000 0100000137 4 37817	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.151	$55,000 $2,707,000
6 $20,600,000 Modoc 02-Mod-139 R10.7/28.0	Near Newell, from 0.1 mile north of Boles Road to 0.1 mile south of Perez Road. Outcome/Output: Rehabilitate 34.6 lane miles of pavement, improve drainage, and increase clear recovery zone width to improve safety and ride quality. Preliminary Engineering — Programmed / Expended PA&ED $610,000 / $815,486 PS&E $990,000 / $232,340 R/W Supp $190,000 / $7,154 (Construction Support: $1,880,000)	02-3466 SHOPP/14-15 $18,293,000 0200020285 4 4E440	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.120	$412,000 $20,188,000
7 $13,142,000 Shasta 02-Sha-5 R29.3/R31.1	Near O'Brien, at Sidehill Viaduct No. 06-0042L; also near Lakehead at Dog Creek Bridge No. 06-0027 (PM R45.0/R45.8). Outcome/Output: Seismic retrofit of two deficient structures to withstand maximum credible earthquake event by constructing new sidehill viaduct structure on new alignment and seismic retrofitting columns and foundations at Dog Creek Bridge. Preliminary Engineering — Programmed / Expended PA&ED $671,000 / $2,238,247 PS&E $1,278,000 / $2,321,796 R/W Supp $52,000 / $40,090 (Construction Support: $4,090,000) (Additional contribution: $12,000,000 from Office of Traffic Safety (OTS))	02-3346 SHOPP/14-15 $10,961,000 0200000016 4 0E090	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.113	$263,000 $12,879,000
8 $6,612,000 Glenn 03-Gle-5 R24.8/R28.6	In and near Orland, from County Road 16 Overcrossing to County Road 3 Overcrossing at various locations. Outcome/Output: Lower roadway profile to improve vertical clearance at 3 locations to meet policy requirements for state highway extra legal permit loads (SHELL) routes. Preliminary Engineering — Programmed / Expended PA&ED $580,000 / $337,469 PS&E $1,275,000 / $873,970 R/W Supp $620,000 / $7,731 (Construction Support: $1,600,000)	03-3707 SHOPP/14-15 $6,715,000 0312000075 4 0F370	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.322	$132,000 $6,480,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
9 $1,301,000 Sacramento 03-Sac-99 6.8	Near Elk Grove, at 0.1 mile south of Badger Creek Bridge. Outcome/Output: Replace aging Weigh in Motion (WIM) station sensors and controller, raise cabinet, replace and lengthen concrete slab, and widen shoulder for maintenance vehicle pull-out at one location. Preliminary Engineering — Programmed / Expended PA&ED — $62,000 / $100,038 PS&E — $139,000 / $153,645 R/W Supp — $37,000 / $1,583 (Construction Support: $500,000)	03-6903 SHOPP/14-15 $1,360,000 0313000143 4 3F640	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.321	$26,000 $1,275,000
10 $1,820,000 Yolo 03-Yol-50 0.4/0.6	In West Sacramento, 0.4 mile west of the westbound Route 80 on-ramp onto eastbound Route 50. Outcome/Output: Remove existing Weigh in Motion (WIM) system and relocate new sensors and cabinet at an adjacent location with new concrete pavement. New location and smooth pavement will provide better data away from existing lane drop. Preliminary Engineering — Programmed / Expended PA&ED — $74,000 / $108,347 PS&E — $220,000 / $66,562 R/W Supp — $42,000 / $4,281 (Construction Support: $500,000)	03-8742 SHOPP/14-15 $1,836,000 0313000151 4 3F690	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.321	$36,000 $1,784,000
11 $5,820,000 Alameda 04-Ala-580 R4.0	Near Livermore, 2.0 miles east of North Flynn Road at Stonecut Underpass. Outcome/Output: Construct 600 foot soldier-pile retaining wall below roadway to address slide and failure of the roadway. Also, reconstruct the eastbound outside shoulder and adjacent lanes, improve drainage systems, and replace guardrails with concrete barriers. Preliminary Engineering — Programmed / Expended PA&ED — $750,000 / $842,648 PS&E — $1,000,000 / $482,444 R/W Supp — $80,000 / $1,809 (Construction Support: $1,200,000)	04-0102R SHOPP/14-15 $6,100,000 0412000008 4 2G850	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$116,000 $5,704,000
12 $11,015,000 Alameda 04-Ala-580 R4.9/R5.6	Near Livermore, 1.1 mile to 0.4 mile east of North Flynn Road. Outcome/Output: Construct 1200 foot soldier-pile retaining wall, reconstruct inside shoulder and adjacent lane, and correct roadway cross-slope settlement caused by median slope slip-out. Also, improve drainage system, and replace guardrail with concrete barriers. Preliminary Engineering — Programmed / Expended PA&ED — $765,000 / $820,673 PS&E — $1,300,000 / $600,173 R/W Supp — $50,000 / $3,173 (Construction Support: $1,300,000)	04-0105A SHOPP/14-15 $10,500,000 0400020869 4 1SS03	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$220,000 $10,795,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
13 $2,808,000 Alameda 04-Ala-580 R41.4/46.1	In Oakland, from Fruitvale Avenue to Hollis Street; also on Route 24 at Westbound off-ramp to Market Street (PM R2.1). Outcome/Output: Resurface ramps with asphalt to extend pavement service life and improve ride quality. Also, upgrade guardrail, modify drainage inlets, and upgrade 12 curb ramps to Americas with Disabilities Act (ADA) standards. Preliminary Engineering — Programmed — Expended PA&ED — $38,000 — $100,610 PS&E — $500,000 — $925,090 R/W Supp — $38,000 — $24,591 (Construction Support: $550,000)	04-0133T SHOPP/14-15 $2,726,000 0414000054 4 4H222	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$56,000 $2,752,000
14 $15,520,000 Alameda 04-Ala-580 46.0/46.8	In Oakland, at Route 80/580/880 Separation Distribution Structure Bridge No. 33-0061L/R. Outcome/Output: Clean and paint structural steal girders, replace and upgrade electrical equipment, install Traffic Operation System (TOS) elements, and replace structural sign panels to rehabilitate two structures. Preliminary Engineering — Programmed — Expended PA&ED — $5,000 — $0 PS&E — $2,800,000 — $3,244,478 R/W Supp — $250,000 — $92,021 (Construction Support: $3,000,000)	04-0159Q SHOPP/14-15 $15,520,000 0412000347 4 1A672	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.110	$310,000 $15,210,000
15 $3,987,000 Contra Costa 04-CC-680 R10.5/R11.0	Near Alamo, from 0.2 mile north of Stove Valley Road to 0.3 mile south of Livorna Road. Outcome/Output: Repair storm damage slide behind southbound sound wall by removing slide material, installing a rock buttress and anchored wire mesh system. Preliminary Engineering — Programmed — Expended PA&ED — $480,000 — $101,083 PS&E — $720,000 — $857,834 R/W Supp — $50,000 — $58,525 (Construction Support: $720,000)	04-0277Q SHOPP/14-15 $4,714,000 0412000606 4 1SS47	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$80,000 $3,907,000
16 $6,540,000 Marin 04-Mrn-101 1.5/14.0	In and near Sausalito, Corte Madera, Larkspur and San Rafael, at various bridge locations. Outcome/Output: Upgrade to new standard bridge railing at six structures. Preliminary Engineering — Programmed — Expended PA&ED — $1,210,000 — $456,893 PS&E — $1,100,000 — $1,695,071 R/W Supp — $200,000 — $18,323 (Construction Support: $1,000,000) Additional contributions: $4,000,000 Office of Traffic Safety (OTS) federal grant.	04-0832E SHOPP/14-15 $6,480,000 0412000480 4 4G460	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.112	$131,000 $6,409,000

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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.(1a) SHOPP Projects				**Resolution FP-15-02**
17 $1,660,000 Santa Clara 04-SCl-9 3.6	Near Saratoga, at West Branch Saratoga Creek Bridge No. 37-0073; also near Los Gatos at Saratoga Avenue Separation Bridge No. 37-0144 (PM 11.4). Outcome/Output: Replace existing bridge rails and upgrade to current standards at two locations. Preliminary Engineering — Programmed / Expended: PA&ED $450,000 / $279,449 PS&E $540,000 / $944,576 R/W Supp $100,000 / $92,001 (Construction Support: $500,000)	04-0385C SHOPP/14-15 $1,660,000 0412000162 4 1A340	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.112	$33,000 $1,627,000
18 $2,028,000 San Francisco 04-SF-101 1.6/4.1	In the City and County of San Francisco, on Routes 101 and 280; also on Route 101 in Marin County at various locations. Outcome/Output: Construct maintenance vehicle pull-out areas and pave gore areas at nine locations to improve maintenance workers safety. Preliminary Engineering — Programmed / Expended: PA&ED $140,000 / $244,718 PS&E $600,000 / $798,822 R/W Supp $40,000 / $6,980 (Construction Support: $600,000)	04-8315U SHOPP/14-15 $2,000,000 0412000155 4 3G700	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$41,000 $1,987,000
19 $4,658,000 San Mateo 04-SM-84 21.6	In Woodside, at Route 280 on the north side of the on-ramp to northbound 280. Outcome/Output: Construct 650 foot secant retaining wall to stabilize storm damaged slope, and repair travel-way pavement cracking. Preliminary Engineering — Programmed / Expended: PA&ED $450,000 / $375,550 PS&E $1,030,000 / $1,325,762 R/W Supp $180,000 / $79,442 (Construction Support: $1,100,000)	04-0653R SHOPP/14-15 $4,900,000 0412000622 4 4G640	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$93,000 $4,565,000
20 $759,000 Sonoma 04-Son-101 33.5	In and near Healdsburg, at 0.1 mile south of Grant Avenue undercrossing. Outcome/Output: Repair storm damaged embankment slope slip-out by injecting high density polyurethane grout into southbound departure slab and shoulder to strengthen soil and fill voids. Also, replace nonfunctioning drainage system and curb. Preliminary Engineering — Programmed / Expended: PA&ED $350,000 / $332,613 PS&E $235,000 / $112,507 R/W Supp $25,000 / $0 (Construction Support: $230,000)	04-0797K SHOPP/14-15 $758,000 0412000519 4 1SS36	2014-15 302-0042 SHA 20.20.201.131	$759,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
21 $3,049,000 Sonoma 04-Son-116 15.0	Near Guerneville, at Mays Canyon Road. Outcome/Output: Construct 163 feet of soldier-pile retaining wall to address storm damage embankment failure. Also, construct 150 feet of concrete barrier. Preliminary Engineering — Programmed / Expended: PA&ED $1,000,000 / $1,018,321 PS&E $1,200,000 / $1,636,850 R/W Supp $200,000 / $124,838 (Construction Support: $1,000,000)	04-0816G SHOPP/14-15 $3,216,000 0400001215 4 4S190	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$61,000 $2,988,000
22 $18,489,000 Monterey 05-Mon-68 R17.4/R18.0	Near Salinas, from 0.2 mile east of Reservation Road to Spreckels Boulevard. Outcome/Output: Seismically upgrade and strengthen pier and abutment footings, reinforce pier columns, reconstruct approach and departure slabs, widen shoulders, and upgrade bridge guardrails. This project upgrades two bridges. Preliminary Engineering — Programmed / Expended: PA&ED $1,229,000 / $1,449,635 PS&E $2,751,000 / $2,363,814 R/W Supp $243,000 / $119,110 (Construction Support: $3,674,000)	05-7000 SHOPP/14-15 $19,100,000 0500000049 4 0F700	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.114	$370,000 $18,119,000
23 $2,623,000 Monterey 05-Mon-101 R39.5/R73.0	Near Salinas, on Route 101; also on Route 68 (PM 15.0/R18.5) at various locations. Outcome/Output: Provide aesthetically treated contrast surface treatment to gore and slope paving areas, construct Maintenance Vehicle Pullouts, place vegetation control measures around sign posts and guardrails, upgrade guardrails, relocate electrical boxes, and upgrade crash cushion system at 162 locations to improve maintenance worker safety. Preliminary Engineering — Programmed / Expended: PA&ED $245,000 / $433,270 PS&E $450,000 / $409,466 R/W Supp $5,000 / $2,226 (Construction Support: $792,000)	05-2357 SHOPP/14-15 $2,209,000 0512000073 4 1C090	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$52,000 $2,571,000
24 $1,822,000 San Luis Obispo 05-SLO-1 17.7/59.0	Near the cities of San Luis Obispo and Morro Bay, from Highland Drive to 1.2 miles north of Hearst Castle Road. Outcome/Output: Install rumble strips, restripe shoulders and centerline, repair failed shoulder areas, and install loop detectors. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended: PA&ED $281,000 / $292,076 PS&E $540,000 / $519,104 R/W Supp $5,000 / $2,701 (Construction Support: $526,000)	05-2377 SHOPP/14-15 $2,655,000 0512000106 4 1C240	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$36,000 $1,786,000

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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.(1a) SHOPP Projects				**Resolution FP-15-02**
25 $16,149,000 Los Angeles 07-LA-5 13.8/19.2	In and near the city of Los Angeles, from Route 710 to Main Street. Outcome/Output: Rehabilitate 35.3 lane miles of pavement by replacing the existing pavement with rapid strength concrete, repairing or replacing structure approach slabs, installing new guardrails and other related works. The project will extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $130,000 / $84,346 PS&E — $1,000,000 / $1,684,301 R/W Supp — $17,000 / $0 (Construction Support: $2,000,000)	07-4679 SHOPP/14-15 $13,900,000 0713000492 4 30070	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$323,000 $15,826,000
26 $5,300,000 Los Angeles 07-LA-5 18.4/36.3	In the city of Los Angeles, from Route 10 to Route 170. Outcome/Output: Storm water mitigation treating 11.98 acres. Project restores receiving water bodies to water quality required by the regulatory agencies. Preliminary Engineering — Programmed / Expended PA&ED — $897,000 / $4,827 PS&E — $1,310,000 / $2,663,711 R/W Supp — $121,000 / $0 (Construction Support: $1,310,000)	07-3858 SHOPP/14-15 $12,125,000 0712000102 4 25840	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.335	$106,000 $5,194,000
27 $7,563,000 Los Angeles 07-LA-39 31.0/33.0	In the Angeles National Forest, on San Gabriel Canyon Road at Bridge No. 53-2245. Outcome/Output: Replace the existing bridge on the same alignment to mitigate a scouring problem and preserve the integrity of the structure. Preliminary Engineering — Programmed / Expended PA&ED — $300,000 / $0 PS&E — $1,850,000 / $2,041,743 R/W Supp — $10,000 / $47 (Construction Support: $1,200,000)	07-3917 SHOPP/14-15 $6,310,000 0700000488 4 26040	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.111	$151,000 $7,412,000
28 $10,650,000 Los Angeles 07-LA-47 0.9/2.0	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Outcome/Output: Repair and seismic retrofit of structural elements at one bridge. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $4,000,000 / $1,870,984 R/W Supp — $10,000 / $33,601 (Construction Support: $5,000,000)	07-4497 SHOPP/14-15 $28,750,000 0712000076 4 29070	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.113	$213,000 $10,437,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
29 $8,029,000 Los Angeles 07-LA-91 R6.5/R11.0	In various cities, on Routes 91 and 105 at various locations. Outcome/Output: Install concrete barrier and reconstruct guardrails to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $1,600,000 / $1,727,009 R/W Supp — $50,000 / $0 (Construction Support: $1,600,000)	07-4489 SHOPP/14-15 $11,275,000 0712000030 4 29010	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$161,000 $7,868,000
30 $1,588,000 Los Angeles 07-LA-101 S0.0/1.4	In the city of Los Angeles, from East 7th Street to North Figueroa Street. Outcome/Output: Construct access roads and Maintenance Vehicle Pullouts, pave gore areas, relocate existing irrigation equipment to more protected areas at 90 locations to improve maintenance worker safety. Preliminary Engineering — Programmed / Expended PA&ED — $122,000 / $0 PS&E — $330,000 / $0 R/W Supp — $1,000 / $0 (Construction Support: $474,000) (EA 29460, PPNO 4584 combined with EA 28270, PPNO 4293 for construction under EA 2827U, Project ID 0714000204.)	07-4584 SHOPP/14-15 $1,760,000 0713000012 4 29460	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$32,000 $1,556,000
31 $3,102,000 Los Angeles 07-LA-101 0.0/0.1	In the city of Los Angeles, at Route 101/10 connector. Outcome/Output: Replace metal beam guardrail with concrete barrier, reconstruct shoulders, install flashing beacons, and improve lighting. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $100,000 / $0 PS&E — $850,000 / $1,383,189 R/W Supp — $10,000 / $0 (Construction Support: $850,000)	07-4391 SHOPP/14-15 $4,400,000 0700020899 4 28710	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$62,000 $3,040,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
32 $10,631,000 Los Angeles 07-LA-101 S0.0/25.9	In the city of Los Angeles, from East 7th Street to 0.1 mile west of Ventura Boulevard Overcrossing at various locations. Outcome/Output: Install guardrail, concrete barrier, and crash cushions, widen existing shoulder to standard width where practical, improve drainage, and restripe pavement. This project reduces exposure of maintenance workers and the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $10,000 $0 PS&E $1,640,000 $0 R/W Supp $50,000 $0 (Construction Support: $1,700,000) (EA 28270, PPNO 4293 combined with EA 29460, PPNO 4584 for construction under EA 2827U, Project ID 0714000204.)	07-4293 SHOPP/14-15 $11,800,000 0700021842 4 28270	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$213,000 $10,418,000
33 $2,500,000 Los Angeles 07-LA-210 R9.7/R16.1	In the cities of Los Angeles and Glendale, from 0.2 mile west of Big Tujunga Wash Bridge to Dunsmore Avenue Undercrossing at various locations. Outcome/Output: Storm water mitigation treating 21.51 acres. This project removes pollu tants from highway storm water runoff to improve water quality of receiving water bodies. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $700,000 $1,009,584 R/W Supp $0 $0 (Construction Support: $1,000,000)	07-4413A SHOPP/14-15 $2,500,000 0713000361 4 28802	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.120	$50,000 $2,450,000
34 $7,447,000 Los Angeles 07-LA-210 R18.8/R24.9	In La Canada Flintridge and Pasadena, from Route 2 to Route 134. Outcome/Output: This project proposes to enhance the reliability functionality of the Traffic Management System (TMS) by replacing the existing leased communication system with a fiber optic communications system and modifying, enhancing, and completing the existing TMS field elements. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $7,000 $2,419 PS&E $1,319,000 $950,660 R/W Supp $15,000 $4,536 (Construction Support: $1,319,000)	07-4765 SHOPP/14-15 $8,800,000 0714000080 4 12997	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$149,000 $7,298,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
35 $12,899,000 Los Angeles 07-LA-405 12.6/R21.2	In various cities, from Main Street to Route 105 at various locations. Outcome/Output: Install concrete barrier, install/reconstruct metal beam guardrail, and improve roadside safety. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $1,700,000 / $2,105,615 R/W Supp — $80,000 / $0 (Construction Support: $1,700,000)	07-4486 SHOPP/14-15 $11,200,000 0712000016 4 29000	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$258,000 $12,641,000
36 $14,130,000 Los Angeles 07-LA-405 20.5/28.0	In and near the cities of Inglewood, Culver City, and Los Angeles, from 0.2 mile north of El Segundo Boulevard to Venice Boulevard (Route 187). Outcome/Output: Rehabilitate 56 lane miles of pavement by replacing cracked slabs, grinding concrete pavement, overlaying ramp and shoulder asphalt pavement, installing new guardrail, and paving miscellaneous areas. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $332,000 / $74,551 PS&E — $895,000 / $1,468,420 R/W Supp — $226,000 / $27,552 (Construction Support: $1,867,000)	07-4678 SHOPP/14-15 $18,143,000 0713000485 4 30060	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$283,000 $13,847,000
37 $4,737,000 Ventura 07-Ven-150 27.4, 29.4	Near Ojai, at Polly Road and Salt Marsh Road. Outcome/Output: Repair and stabilize storm damaged slopes at two locations by constructing retaining walls and a channel scouring prevention system. Preliminary Engineering — Programmed / Expended PA&ED — $110,000 / $0 PS&E — $1,640,000 / $387,203 R/W Supp — $50,000 / $19,050 (Construction Support: $1,880,000)	07-4656 SHOPP/14-15 $4,737,000 0713000398 4 3X021	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$95,000 $4,642,000
38 $1,450,000 Riverside 08-Riv-10 6.3/6.9	In the city of Beaumont from 0.7 mile east of Oak Valley Parkway to Veile Avenue; also on Route 60 from 0.2 mile west of Route 10. Outcome/Output: Upgrade guardrail and remote irrigation control system, install weed control system and construct access roads to improve the safety of maintenance workers at 62 locations. Preliminary Engineering — Programmed / Expended PA&ED — $200,000 / $149,066 PS&E — $400,000 / $288,625 R/W Supp — $34,000 / $984 (Construction Support: $378,000)	08-0244G SHOPP/14-15 $1,450,000 0812000087 4 0R470	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$53,000 $1,397,000

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2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
39 $3,296,000 San Bernardino 08-SBd-18 49.1/51.6	In Big Bear Lake, from Pine Knot Avenue to Stanfield cutoff. Outcome/Output: Construct auxiliary lanes in both directions to reduce congestion and improve highway operations and mobility. Preliminary Engineering / Programmed / Expended PA&ED $650,000 $971,890 PS&E $831,000 $1,592,100 R/W Supp $1,188,000 $197,439 (Construction Support: $453,000)	08-0187G SHOPP/14-15 $3,060,000 0800000327 4 0J990	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.378	$52,000 $3,244,000
40 $9,362,000 San Bernardino 08-SBd-40 R105.2/R106.5	Near Fenner from 0.7 mile west to 0.6 mile east of Watson Wash Bridge No. 54-0805L. Outcome/Output: Replace the existing bridge due to moderate to severe cracking and deterioration in bridge deck that could impact the safety of the traveling public. Preliminary Engineering / Programmed / Expended PA&ED $755,000 $720,658 PS&E $1,701,000 $1,343,104 R/W Supp $70,000 $943 (Construction Support: $2,567,000)	08-0206T SHOPP/14-15 $9,532,000 0800020102 4 0N550	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.110	$185,000 $9,177,000
41 $11,083,000 San Bernardino 08-SBd-247 9.6/20.3	In Landers, from Hadley Road to 0.1 mile north of Boone Avenue. Outcome/Output: Construct and widen shoulders to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $1,337,000 $1,104,819 PS&E $2,400,000 $1,240,679 R/W Supp $3,300,000 $1,860,143 (Construction Support: $2,654,000)	08-0253F SHOPP/14-15 $14,743,000 0800020175 4 0G900	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$162,000 $10,921,000
42 $12,199,000 Inyo 09-Iny-127 0.0/21.0	Near Shoshone, from the San Bernardino County line to 4.6 miles north of Route 178 West. Outcome/Output: Rehabilitate 42 lane miles of roadway by cold in-place recycling and asphalt overlay. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $190,000 $308,263 R/W Supp $35,000 $32,137 (Construction Support: $1,075,000)	09-0613 SHOPP/14-15 $12,199,000 0912000039 4 35530	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$244,000 $11,955,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
43 $15,439,000 San Joaquin 10-SJ-580 L0.0/5.0	Near Tracy, from Route 5 to Route 132. Outcome/Output: Rehabilitate 20 lane miles of roadway by overlaying existing concrete pavement with asphalt, widening existing shoulders and ramps, installing rumble strips on shoulders, correcting cross slope, and replacing dikes and curbs. This project is necessary to improve safety and ride quality. Preliminary Engineering / Programmed / Expended PA&ED $17,000 $0 PS&E $1,271,000 $0 R/W Supp $9,000 $0 (Construction Support: $2,069,000) (EA 0G810, PPNO 7901 combined with EA 0Q170, PPNO 0164 and EA 0W750, PPNO 3068 for construction under EA 0Q17U, Project ID 1014000170.)	10-7901 SHOPP/14-15 $15,439,000 1012000004 4 0G810	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.120	$309,000 $15,130,000
44 $14,007,000 San Joaquin 10-SJ-580 5.0/15.3	Near Tracy, from Route 132 Westbound on-ramp to west of Corral Hollow Road. Outcome/Output: Rehabilitate 41.2 lane miles of roadway by repairing damaged roadway, overlaying existing pavement with asphalt, replacing approach slabs, installing rumble strips, and upgrading dikes and guardrails to current standards. This project is needed to prevent further deterioration of the pavement. Preliminary Engineering / Programmed / Expended PA&ED $41,000 $0 PS&E $501,000 $0 R/W Supp $13,000 $0 (Construction Support: $1,151,000) (EA 0Q170, PPNO 0164 combined with EA 0G810, PPNO 7901 and EA 0W750, PPNO 3068 for construction under EA 0Q17U, Project ID 1014000170.)	10-0164 SHOPP/14-15 $14,007,000 1000020646 0Q170	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$280,000 $13,727,000
45 $4,740,000 San Diego 11-SD-8 R37.8/R39.1	Near Pine Valley, from Route 79 to 1.3 miles east of Route 79. Outcome/Output: Construct drainage improvements to prevent further erosion and restore natural channel slopes to meet Regional Water Quality Control Board requirements. Preliminary Engineering / Programmed / Expended PA&ED $360,000 $353,043 PS&E $953,000 $852,339 R/W Supp $2,000 $0 (Construction Support: $1,333,000)	11-0651 SHOPP/14-15 $4,746,000 1100000203 4 26041	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.335	$95,000 $4,645,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1a) SHOPP Projects				**Resolution FP-15-02**
46 $2,774,000 San Diego 11-SD-67 R21.0/21.9	Near Ramona, from 0.4 mile south to 0.3 mile north of Highland Valley Road/Dye Road. Outcome/Output: Widen Route 67 and Highland Valley Road/Dye Road intersection to improve operational efficiency and safety during peak periods of travel. Preliminary Engineering / Programmed / Expended PA&ED $518,000 $514,338 PS&E $1,298,000 $1,380,922 R/W Supp $1,985,000 $1,169,659 (Construction Support: $1,346,000) (Additional contribution: $3,050,000 from San Diego County.)	11-1070 SHOPP/14-15 $5,078,000 1112000206 4 41490	2014-15 302-0890 FTF 20.20.201.310	$2,774,000
47 $3,100,000 Orange 12-Ora-5 R23.8	In Irvine at the Traffic Management Center (TMC) at Sand Canyon Avenue. Outcome/Output: Upgrade District 12 Traffic Management Center(TMC) Audio and Video (AV) systems with the latest AV technology to enhance TMC capabilities and to respond to its needs in the future. This project adds 70 field elements and it is necessary to improve mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $105,000 $49,571 PS&E $480,000 $526,315 R/W Supp $0 $0 (Construction Support: $526,000)	12-2769D SHOPP/14-15 $3,500,000 1213000182 4 0N220	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$36,000 $3,064,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
1 $37,100,000 Siskiyou 02-Sis-5 R10.7/R19.5	In and near Mt. Shasta and Weed, from 0.2 mile north of Lake Street to 0.3 mile south of Route 265. Outcome/Output: Rehabilitate 26.3 lane miles of roadway by removing asphalt layer, crack and seat existing concrete slabs, and overlay with asphalt. Also, upgrade guardrail and lighting, widen shoulders, and replace damaged signs, to improve safety and ride quality. Preliminary Engineering / Programmed / Expended PA&ED $1,400,000 $592,158 PS&E $1,810,000 $535,563 R/W Supp $90,000 $1,765 (Construction Support: $3,470,000)	02-3567 SHOPP/14-15 $34,833,000 0214000063 4 4G820	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$742,000 $36,358,000
2 $2,000,000 Siskiyou 02-Sis-Var. Var.	In Siskiyou, Shasta, and Tehama counties, on various routes at various locations. Outcome/Output: Upgrade 450 signs to retro-reflective type to improve sign visibility and bring sign visibility, messages, and posts to current standards and allow for removal of some sign lighting. Preliminary Engineering / Programmed / Expended PA&ED $51,000 $64,462 PS&E $248,000 $194,644 R/W Supp $11,000 $6,142 (Construction Support: $372,000)	02-3574 SHOPP/14-15 $2,000,000 0214000145 4 0H210	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$40,000 $1,960,000
3 $2,888,000 El Dorado 03-ED-50 Var.	In and near Placerville, on Routes 50 and 193 at various locations; also in Placer County in Roseville on Route 80 at Post Mile 3.5. Outcome/Output: Bridge deck surface rehabilitation on 8 structures to extend bridge service life. Place polyester overlay and replace failed joints to address deck concrete cracking and delamination, exposed rebar, and failed joints. Preliminary Engineering / Programmed / Expended PA&ED $142,000 $24,698 PS&E $281,000 $252,303 R/W Supp $88,000 $13,502 (Construction Support: $500,000)	03-3307 SHOPP/14-15 $2,828,000 0314000027 4 0G030	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$58,000 $2,830,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
4 $9,209,000 Placer 03-Pla-65 R4.8/R12.2	In and near Roseville, Rocklin, and Lincoln, from Route 80 to 0.3 mile north of Twelve Bridges Drive. Outcome/Output: Rehabilitate 30.8 lane miles of pavement with rubberized asphalt overlay, reconstruct guardrail, seal cracks, and install ground-in rumble strips to extend pavement service life and improve ride quality. Preliminary Engineering: PA&ED Programmed $554,000 Expended $297,522; PS&E Programmed $793,000 Expended $357,646; R/W Supp Programmed $81,000 Expended $3,279 (Construction Support: $1,440,000)	03-4897 SHOPP/14-15 $7,800,000 0314000010 4 4F020	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$184,000 $9,025,000
5 $42,362,000 Placer 03-Pla-80 35.1/38.3	Near Colfax, from east of Long Ravine Underpass to 0.4 mile east of Magra Road. Outcome/Output: Construct three miles of truck climbing lane with standard 10 foot inside and outside shoulders to improve traffic operations. Preliminary Engineering: PA&ED Programmed $0 Expended $1,173,084; PS&E Programmed $570,000 Expended $2,790,046; R/W Supp Programmed $0 Expended $167,439 (Construction Support: $8,700,000) (Additional Contribution: $1,238,000 from Interstate Maintenance Discretionary (IMD) funding.)	03-5067 SHOPP/14-15 $37,160,000 0300020420 4 1F400	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.310	$847,000 $41,515,000
6 $1,524,000 Sacramento 03-Sac-5 32.2/32.7	Near Sacramento, from east of Powerline Road to west of Airport Boulevard. Outcome/Output: Lengthen the deceleration lane at the northbound Airport Boulevard exit ramp to reduce merging and weaving conflicts, improve mainline traffic flow, and reduce ramp congestion. Preliminary Engineering: PA&ED Programmed $500,000 Expended $216,132; PS&E Programmed $250,000 Expended $238,755; R/W Supp Programmed $50,000 Expended $4,386 (Construction Support: $300,000)	03-5851 SHOPP/14-15 $1,300,000 0313000316 2F630	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.310	$30,000 $1,494,000
7 $2,465,000 Sacramento 03-Sac-50 L0.0/21.5	In Sacramento, El Dorado, Placer, and Yolo counties, on Routes 50, 5, 51, 80 and 99 at various locations. Outcome/Output: Upgrade 428 sign panels to retro-reflective type to improve sign visibility and make standard. Preliminary Engineering: PA&ED Programmed $146,000 Expended $89,572; PS&E Programmed $208,000 Expended $445,832; R/W Supp Programmed $42,000 Expended $4,551 (Construction Support: $360,000)	03-6406 SHOPP/14-15 $2,075,000 0314000244 4 4F710	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$49,000 $2,416,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
8 $2,215,000 Alameda 04-Ala-580 0.4/48.0	In Alameda County in various cities, from Greenville Road to Cerrito Creek at various locations. Also, on Route 680 from Scott Creek Road to Koopman Road at various locations (PM M0.1/R12.4). Outcome/Output: Upgrade transition railings at bridges, walls, and barriers,and repair guardrail end treatments by installing post and metal fixtures, asphalt pavement, and minor concrete work to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $791,000 $1,284,925 PS&E $509,000 $269,084 R/W Supp $12,000 $1,305 (Construction Support: $764,000)	04-0107M SHOPP/14-15 $2,590,000 0414000065 4 2G522	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$44,000 $2,171,000
9 $35,840,000 Alameda 04-Ala-880 2.9/27.3	In and near Fremont, Union City, Hayward, San Leandro and Oakland, from 0.4 mile south of Fremont Boulevard to 0.3 miles south of High Street. Outcome/Output: Replace existing barrier with standard concrete barrier, install roadway lighting at various locations, and relocate and replace overhead signs to reduce the number and severity of collisions. Also, place sign and lighting foundations for future Express Lane Project EA 3G920. Preliminary Engineering / Programmed / Expended PA&ED $3,900,000 $1,038,966 PS&E $4,900,000 $2,180,587 R/W Supp $100,000 $1,243 (Construction Support: $6,000,000) (Addtitonal contribution: $20,285,000 from MTC/BATA)	04-1480S SHOPP/14-15 $35,636,000 0414000421 4 2J070	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$717,000 $35,123,000
10 $667,000 Alameda 04-Ala-880 18.4	Near Hayward and Castro Valley, at 1.7 miles northeast of A Street Undercrossing at A street and Rockaway Lane. Outcome/Output: Environmental mitigation off-highway system along 2.3 miles of San Lorenzo Creek. Includes removal of invasive vegetation, bank restoration, and debris/trash removal. Required environmental mitigation for Route 84 Pigeon Pass safety improvement project (EA 17240, Project ID 0400000455, PPNO 0086Z). Preliminary Engineering / Programmed / Expended PA&ED $230,000 $248,194 PS&E $394,000 $466,027 R/W Supp $90,000 $2,709 (Construction Support: $330,000)	04-0085Q SHOPP/14-15 $990,000 0413000371 4 17245	2014-15 302-0042 SHA 20.20.201.010	$667,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
11 $6,014,000 Alameda 04-Ala-Var. Var.	In Alameda County, on Routes 13, 24, 77, 80, 84, 92, 205, 238, 262, 580, 680, 880 and 980 at various locations. Outcome/Output: Upgrade 375 overhead sign panels with retro-reflective type to improve sign visibility, make standard, and allow for removal of lighting and walkway assemblies. Work includes removal of Electronic Toll Collection equipment to be reimbursed by MTC. Preliminary Engineering — Programmed / Expended: PA&ED $1,300,000 / $470,745 PS&E $1,950,000 / $1,143,160 R/W Supp $5,000 / $3,006 (Construction Support: $1,500,000) (Additional contribution: $51,000 from MTC.)	04-1480K SHOPP/14-15 $8,003,000 0414000431 4 2J140	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$120,000 $5,894,000
12 $4,019,000 Contra Costa 04-CC-80 Var.	In Contra Costa County, on Routes 80, 4, 580 and 680 at various locations. Outcome/Output: Upgrade 223 overhead sign panels with retro-reflective type to improve sign visibility, make standard, and allow for removal of lighting and walkway assemblies. Work includes removal of Electronic Toll Collection equipment to be reimbursed by MTC. Preliminary Engineering — Programmed / Expended: PA&ED $370,000 / $226,385 PS&E $980,000 / $677,790 R/W Supp $80,000 / $2,464 (Construction Support: $820,000) (Additional contribution: $15,000 from MTC.)	04-1480M SHOPP/14-15 $4,332,000 0414000432 4 2J150	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$80,000 $3,939,000
13 $2,115,000 Contra Costa 04-CC-80 Var.	In Contra Costa County, on Routes 80 and 580 at various locations. Outcome/Output: Upgrade metal beam guard railing transitions to bridges, walls and barriers at 55 locations to meet current standards. Preliminary Engineering — Programmed / Expended: PA&ED $257,000 / $0 PS&E $414,000 / $0 R/W Supp $72,000 / $0 (Construction Support: $620,000)	04-0026D SHOPP/14-15 $2,140,000 0414000245 4 2G441	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$42,000 $2,073,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
14 $365,000 Contra Costa 04-CC-80 5.2/9.7	In and near Richmond, Pinole and Hercules, from El Portal Drive to Hercules Overhead at various locations. Outcome/Output: Upgrade metal beam guard railing transitions to bridges, walls, and barriers at four locations to meet current standards. Preliminary Engineering / Programmed / Expended PA&ED $193,000 $0 PS&E $286,000 $0 R/W Supp $70,000 $0 (Construction Support: $280,000)	04-0026F SHOPP/14-15 $762,000 0414000247 4 2G442	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$7,000 $358,000
15 $354,000 Contra Costa 04-CC-680 22.2/23.9	Near Martinez, from East Martinez Underpass to 0.2 mile south of Marina Vista Avenue at various locations. Outcome/Output: Upgrade guardrail transitions to bridges, walls and barriers at seven locations to meet current standards. Preliminary Engineering / Programmed / Expended PA&ED $194,000 $ PS&E $209,000 $ R/W Supp $10,000 $ (Construction Support: $280,000)	04-0277F SHOPP/14-15 $300,000 0414000248 4 2G452	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$7,000 $347,000
16 $3,038,000 Contra Costa 04-CC-Var. Var.	In Contra Costa County on Routes 160, 242 and 680 at various locations. Outcome/Output: Upgrade guardrail transitions to bridges, walls and barriers at 80 locations to meet current standards. Preliminary Engineering / Programmed / Expended PA&ED $256,000 $0 PS&E $491,000 $0 R/W Supp $10,000 $0 (Construction Support: $620,000)	04-0277E SHOPP/14-15 $2,543,000 0414000246 4 2G451	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$61,000 $2,977,000
17 $2,863,000 Marin 04-Mrn-Var. Var.	In Marin, Napa, and Sonoma counties, on Routes 12, 29, 37, 101 and 580 at various locations. Outcome/Output: Upgrade 130 sign panels to retro-reflective type to improve sign visibility and make standard. Exit numbering will be included on new signs. Work includes removal of Electronic Toll Collection equipment to be reimbursed by MTC. Preliminary Engineering / Programmed / Expended PA&ED $400,000 $383,325 PS&E $1,000,000 $609,393 R/W Supp $15,000 $877 (Construction Support: $1,030,000) (Additional contribution: $17,000 from MTC.)	04-1480Q SHOPP/14-15 $3,427,000 0414000435 4 2J180	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$57,000 $2,806,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
18 $26,146,000 Santa Clara 04-SCl-101 R16.0/R27.9	In and near Morgan Hill and San Jose, from East Dunne Avenue to 0.9 mile north of Silicon Valley Boulevard. Outcome/Output: Resurface and repair 89 lane miles of pavement by performing asphalt pavement dig-outs, resurfacing asphalt, replacing severely cracked concrete slabs, sealing cracks, grinding concrete pavement, and upgrading guardrail to extend pavement service life and improve ride quality. Preliminary Engineering: PA&ED Programmed $792,000 Expended $560,804; PS&E Programmed $1,242,000 Expended $373,186; R/W Supp Programmed $54,000 Expended $0 (Construction Support: $2,528,000)	04-0488P SHOPP/14-15 $26,224,000 0414000303 4 1J630	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$523,000 $25,623,000
19 $7,784,000 Santa Clara 04-SCl-Var. Var.	In Santa Clara County, on Routes 17, 85, 87, 101, 237, 280, 680 and 880 at various locations. Outcome/Output: Upgrade 437 overhead sign panels with retro-reflective type to improve sign visibility, make standard, and allow for removal of lighting and walkway assemblies. Work includes removal of Electronic Toll Collection equipment to be reimbursed by MTC. Preliminary Engineering: PA&ED Programmed $1,340,000 Expended $531,108; PS&E Programmed $1,890,000 Expended $819,401; R/W Supp Programmed $50,000 Expended $1,849 (Construction Support: $2,000,000) (Additional contribution: $5,000 from MTC.)	04-1480P SHOPP/14-15 $8,723,000 0414000434 4 2J170	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$156,000 $7,628,000
20 $1,560,000 San Francisco 04-SF-280 R0.1, R1.5	In the City and County of San Francisco, at the southbound off-ramp to John Daly Boulevard off-ramp; also on northbound Route 280 at San Jose Avenue Overcrossing. Outcome/Output: Construct outer separation concrete barrier at two locations to reduce the number and severity of collisions. Also, widen shoulder, build retaining wall, and construct 505 feet of sidewalk to meet Americans with Disabilities Act (ADA) requirements. Preliminary Engineering: PA&ED Programmed $0 Expended $0; PS&E Programmed $750,000 Expended $712,306; R/W Supp Programmed $30,000 Expended $32,763 (Construction Support: $320,000)	04-0820J SHOPP/14-15 $1,511,000 0413000300 4 4H900	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$31,000 $1,529,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
21 $20,585,000 San Mateo 04-SM-280 R2.1/10.8	In and near Woodside and Belmont, from 0.5 mile north of Sand Hill Road to Route 92. Outcome/Output: Replace failed concrete slabs, resurface asphalt, repair localized failed asphalt, and upgrade guardrails to extend 77 lane miles of pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended: PA&ED $495,000 / $208,100 PS&E $1,035,000 / $853,429 R/W Supp $35,000 / $0 (Construction Support: $3,415,000)	04-1480H SHOPP/14-15 $24,711,000 0414000422 4 2J080	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$412,000 $20,173,000
22 $2,772,000 San Mateo 04-SM-Var. Var.	In San Mateo County, on Routes 1, 82, 101, and 280 at various locations. Outcome/Output: Replace existing guardrail with 5,800 feet of concrete barrier to reduce the number and severity of collisions and reduce maintenance worker exposure and traffic delays during guardrail repairs. Preliminary Engineering — Programmed / Expended: PA&ED $0 / $0 PS&E $483,000 / $0 R/W Supp $10,000 / $0 (Construction Support: $503,000)	04-1066A SHOPP/14-15 $4,440,000 0414000178 4 4A361	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$55,000 $2,717,000
23 $1,456,000 Solano 04-Sol-80 Var.	In Solano County, on Routes 80, 12, 37, 113, 505, 680 and 780 at various locations. Outcome/Output: Upgrade 64 sign panels to retro-reflective type to improve sign visibility and make standard. Exit numbering will be included on new signs. Work includes removal of Electronic Toll Collection equipment to be reimbursed by MTC. Preliminary Engineering — Programmed / Expended: PA&ED $378,000 / $378,953 PS&E $990,000 / $421,304 R/W Supp $15,000 / $2,717 (Construction Support: $995,000) (Additional contribution: $9,000 from MTC.)	04-1480N SHOPP/14-15 $3,332,000 0414000433 4 2J160	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$29,000 $1,427,000
24 $2,442,000 Solano 04-Sol-Var. Var.	In Solano and Napa counties, on Routes 80 and 680 at various locations. Outcome/Output: Replace existing guardrail with concrete barrier to reduce the number and severity of collisions, and reduce maintenance worker exposure and traffic delays during guardrail repairs. Preliminary Engineering — Programmed / Expended: PA&ED $0 / $0 PS&E $410,000 / $0 R/W Supp $10,000 / $0 (Construction Support: $550,000)	04-1066C SHOPP/14-15 $3,633,000 0415000179 4 4A362	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$49,000 $2,393,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
25 $3,592,000 Santa Barabara 05-SB-Var. Var.	In Santa Barbara, Monterey, San Benito, Santa Cruz and San Luis Obispo counties at various locations. Outcome/Output: Upgrade 949 freeway exit guide signs with retro-reflective sheeting and replace road sign posts to meet current standards. This project is necessary to improve highway efficiency and safety for vehicle traffic. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $650,000 / $566,414 R/W Supp — $40,000 / $0 (Construction Support: $1,080,000)	05-4900 SHOPP/14-15 $3,000,000 0514000120 4 0J490	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$72,000 $3,520,000
26 $2,307,000 Santa Barabara 05-SB-Var. Var.	In Santa Barbara, Monterey, San Benito, San Luis Obispo and Santa Cruz counties at various locations. Outcome/Output: Replace 270 overhead sign panels with retro-reflective sheeting and add exit numbering to panels to meet the current standards. This project will improve the visibility of the overhead signs. Preliminary Engineering — Programmed / Expended PA&ED — $160,000 / $119,252 PS&E — $600,000 / $710,970 R/W Supp — $14,000 / $257 (Construction Support: $974,000)	05-2589 SHOPP/14-15 $3,793,000 0514000123 4 1G190	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$46,000 $2,261,000
27 $1,374,000 Santa Barabara 05-SB-Var. Var.	In Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz counties at various intersections. Outcome/Output: Upgrade 51 signalized intersections to include countdown pedestrian signal heads and accessible pedestrian signal push-button systems. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering — Programmed / Expended PA&ED — $126,000 / $141,835 PS&E — $457,000 / $403,022 R/W Supp — $26,000 / $0 (Construction Support: $598,000)	05-2592 SHOPP/14-15 $1,701,000 0514000134 4 1G280	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$27,000 $1,347,000

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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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
28 $12,800,000 Los Angeles 07-LA-1 41.8/42.1	In Malibu, from Pena Canyon Bridge to 0.3 mile north of Pena Canyon Bridge. Outcome/Output: Rebuild and repair damaged roadway embankment and drainage system along coast due to winter storms. Place full bank and shore Rock Slope Protection (RSP) along 1600 foot section of embankment supporting highway. This project is necessary to rebuild and repair damaged roadway. Preliminary Engineering / Programmed / Expended PA&ED $50,000 $0 PS&E $2,950,000 $0 R/W Supp $50,000 $0 (Construction Support: $2,880,000)	07-4895 SHOPP/15-16 $12,800,000 0715000212 4 31660	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$256,000 $12,544,000
29 $3,174,000 Los Angeles 07-LA-5 39.4/R88.6	In and near the cities of Los Angeles and Santa Clarita, from Route 118 to the Kern County Line. Outcome/Output: Upgrade existing guide signs to current standards, install new exit numbering signs, and replace overhead sign lighting with induction type. This project is necessary to improve highway efficiency and safety for vehicle traffic. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $930,000 $717,275 R/W Supp $50,000 $0 (Construction Support: $930,000)	07-3373 SHOPP/14-15 $6,200,000 0714000274 4 24320	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$63,000 $3,111,000
30 $22,347,000 Los Angeles 07-LA-5 C43.9/C46.4	In and near the city of Los Angeles, near Sylmar and Granada Hills communities, on the Route 5 truck spur from San Fernando Road Overhead to south of Weldon Canyon Road. Outcome/Output: Rehabilitate 8.33 lane miles of roadway by replacing the existing pavement on all lanes and shoulders. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,500,000 $1,194,253 R/W Supp $100,000 $0 (Construction Support: $2,500,000)	07-4693 SHOPP/14-15 $18,700,000 0713000478 4 30290	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$447,000 $21,900,000

2.5 Highway Financial Matters

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
31 $3,568,000 Los Angeles 07-LA-10 R2.2/48.0	In the cities of Santa Monica, Los Angeles, El Monte, Pomona and Claremont at various locations; also on Route 710 in various cities (PM 9.4 to PM 23.2) at various locations. Outcome/Output: Install ramp metering systems, upgrade the existing Transportation Management System (TMS) elements and network to meet the needs and objectives for the regional congestion relief program. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $721,000 / $578,983 R/W Supp — $2,000 / $0 (Construction Support: $717,000)	07-4780 SHOPP/14-15 $3,590,000 0714000246 4 30860	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$71,000 $3,497,000
32 $14,464,000 Los Angeles 07-LA-57 R4.5/R12.1	In Diamond Bar, Pomona, San Dimas and Glendora, from Route 60 to Route 210. Outcome/Output: Rehabilitate 60 lane miles of roadway by replacing damaged concrete slabs, grind and overlay asphalt pavement, install guardrail and dikes, replace traffic loop detectors. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $1,015,000 / $1,048,974 R/W Supp — $185,000 / $0 (Construction Support: $1,918,000)	07-4689 SHOPP/14-15 $14,464,000 0713000483 4 30260	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$289,000 $14,175,000
33 $17,931,000 Los Angeles 07-LA-91 R11.3/R20.7	In Long Beach, Bellflower, Artesia and Cerritos, from Route 710 to the Orange County Line. Outcome/Output: Rehabilitate 42 lane miles of roadway by replacing damaged concrete slabs, repair spalling, grind concrete pavement to restore surface friction, grind and overlay asphalt pavement on auxiliary lanes, upgrade metal beam guardrail, and replace all affected traffic loop detectors. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $1,117,000 / $1,528,072 R/W Supp — $300,000 / $0 (Construction Support: $2,048,000)	07-4736 SHOPP/14-15 $16,284,000 0714000151 4 30620	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$359,000 $17,572,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
34 $3,358,000 Los Angeles 07-LA-101 S0.0/17.2	In the city of Los Angeles, from Route 5 to Route 405. Outcome/Output: Upgrade overhead sign panels with retro-reflective sheeting, replace some overhead sign structures, install exit numbering signs, and replace overhead sign lighting with induction type. This project rehabilitates 193 signs or lighting fixtures to enhance sign illumination to better aid motorists with nighttime visibility. Preliminary Engineering / Programmed / Expended PA&ED / $100,000 / $0 PS&E / $1,421,000 / $848,165 R/W Supp / $101,000 / $0 (Construction Support: $1,725,000)	07-4803 SHOPP/14-15 $10,150,000 0714000279 4 20760	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.170	$67,000 $3,291,000
35 $1,582,000 Los Angeles 07-LA-138 2.1/36.7	Near Lancaster, from east of Route 5 to west of Route 14. Outcome/Output: Construct ground-in center line and shoulder strips/backing, replace the existing center line and edge striping with high reflective striping, and replace the existing raised pavement markers with recessed markers. This project is necessary to improve traffic safety and reduce the potential for run-off-the-road and cross-centerline accidents. Preliminary Engineering / Programmed / Expended PA&ED / $68,000 / $122,019 PS&E / $300,000 / $197,807 R/W Supp / $0 / $0 (Construction Support: $300,000)	07-4621 SHOPP/14-15 $1,859,000 0713000232 4 29780	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$32,000 $1,550,000
36 $17,328,000 Los Angeles 07-LA-210 R24.7/R44.9	In and near Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, and Glendora, from Route 134 to Route 57. Outcome/Output: Install Closed Circuit Television, replace loop detectors and vehicle detection stations, install/upgrade Changeable Message Signs, upgrade the existing communication system to fiber optic communications, and upgrade the existing network to internet Protocol network. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $0 PS&E / $2,940,000 / $1,468,704 R/W Supp / $2,000 / $0 (Construction Support: $3,498,000)	07-4747 SHOPP/14-15 $18,390,000 0714000165 4 30640	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$347,000 $16,981,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
37 $2,168,000 Ventura 07-Ven-23 R4.9/R11.4	In and near Thousand Oaks and Moorpark, from Janss Road to Route 118; also on Route 118 in Simi Valley, from Princeton Avenue to Los Angeles County Line (PM 19.6 to PM R32.6). Outcome/Output: Upgrade existing ramp metering systems, vehicle detection stations, closed circuit television cameras, changeable message signs, and data network. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $688,000 $659,191 R/W Supp $2,000 $0 (Construction Support: $575,000)	07-4779 SHOPP/14-15 $2,290,000 0714000245 4 30850	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$43,000 $2,125,000
38 $7,868,000 Ventura 07-Ven-33 0.0/6.0	In and near the city of Ventura, from Route 101 to Casitas Vista Road; also in Thousand Oaks and Camarillo on Route 101, from north of S. Westlake Boulevard to north of Arneill Road (PM 1.2/14.1) at various locations. Outcome/Output: Storm water mitigation treating 35.6 acres. This project reduces amount of trash deposited in receiving waters and improves water quality. Preliminary Engineering / Programmed / Expended PA&ED $2,000 $0 PS&E $3,500,000 $0 R/W Supp $100,000 $0 (Construction Support: $3,500,000)	07-4157 SHOPP/14-15 $8,500,000 0715000283 4 2750U	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.335	$157,000 $7,711,000
39 $87,579,000 Riverside 08-Riv-10 R74/R105	Near Desert Center, from 1.9 mile east of Cactus City Roadside Safety Rest Area to 0.4 mile east of Route 177. Outcome/Output: Rehabilitate 124 lane miles of roadway by grinding the existing pavement and overlaying with asphalt on mainline lanes and shoulders to improve safety and ride quality. Preliminary Engineering / Programmed / Expended PA&ED $1,360,000 $1,299,944 PS&E $2,340,000 $186,919 R/W Supp $50,000 $775 (Construction Support: $3,500,000)	08-0014M SHOPP/14-15 $88,440,000 0814000115 4 1E860	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$470,000 $87,109,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
40 $20,923,000 Riverside 08-Riv-60 R12.2/22.1	In and near the cities of Riverside, Moreno Valley and Beaumont, from Route 215 to Gilman Springs Road; also west of Jack Rabbit Trail to Route 10 (PM 26.5 to 30.4). Outcome/Output: Rehabilitate 127.8 lane miles of roadway by grinding the existing pavement and overlaying with asphalt on mainline lanes, shoulders and ramps, and to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $721,000 $235,757 PS&E $1,030,000 $301,129 R/W Supp $22,000 $0 (Construction Support: $2,409,000)	08-0040M SHOPP/14-15 $20,600,000 0814000223 4 1C091	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$213,000 $20,710,000
41 $479,000 Riverside 08-Riv-74 34.3/45.2	In and near the cities of Hemet, Palm Springs, Apple Valley, Redlands, Yucca Valley, San Bernardino, and Ontario at various locations. Outcome/Output: Improve signalized intersections to include Accessible Pedestrian Systems and countdown pedestrian signal heads. This project is necessary to help pedestrians to cross the traffic intersections safely. Preliminary Engineering / Programmed / Expended PA&ED $158,000 $116,023 PS&E $372,000 $115,413 R/W Supp $5,000 $0 (Construction Support: $250,000)	08-0056J SHOPP/14-15 $490,000 0814000231 4 1F480	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$13,000 $466,000
42 $7,840,000 Riverside 08-Riv-215 R8.4/R38.8	In and near the cities of Murrieta, Menifee, Perris, Riverside and Moreno Valley, from 0.5 mile south of Route 15 to 0.5 mile north of Route 60. Outcome/Output: Add/upgrade 80 field elements by installing CCTV's, changeable message signs, census stations, detections, communication hubs and fiber optic cable. This project will enable the Department to manage the system more efficiently, resulting in significant time savings. Preliminary Engineering / Programmed / Expended PA&ED $451,000 $655,474 PS&E $813,000 $0 R/W Supp $10,000 $0 (Construction Support: $1,810,000)	08-0252Q SHOPP/14-15 $6,620,000 0814000173 4 0G780	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$126,000 $7,714,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
43 $1,298,000 Riverside 08-Riv-215 22.3/43.2	In and near the cities of Moreno Valley, Perris and Riverside, at various bridge locations. Outcome/Output: Sandblast/clean and apply methacrylate sealing to bridge decks, replace damaged joint seals, and install signs at 8 bridges. This project is necessary to extend the bridge service life. Preliminary Engineering — Programmed / Expended PA&ED — $0 / $0 PS&E — $254,000 / $185,652 R/W Supp — $0 / $0 (Construction Support: $260,000)	08-0111C SHOPP/14-15 $1,300,000 0812000326 4 1C400	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$38,000 $1,260,000
44 $14,969,000 San Bernardino 08-SBd-395 46.0/73.5	Near Kramer Junction, from 0.1 north of Route 58 to Kern County Line. Outcome/Output: Rehabilitate 55.2 lane miles of roadway by grinding the existing pavement and overlaying with asphalt on mainline and shoulders. Install centerline and shoulder rumble strips. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $800,000 / $456,355 PS&E — $1,070,000 / $149,956 R/W Supp — $72,000 / $0 (Construction Support: $1,300,000)	08-0261G SHOPP/14-15 $16,550,000 0814000116 4 1E870	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$109,000 $14,860,000
45 $1,193,000 Inyo 09-Iny-Var. Var.	In Inyo and Kern counties, at various locations. Outcome/Output: Install four Changeable Message Signs. This project improves traffic mobility and safety. Preliminary Engineering — Programmed / Expended PA&ED — $115,000 / $73,509 PS&E — $305,000 / $160,797 R/W Supp — $15,000 / $0 (Construction Support: $243,000)	09-2609 SHOPP/14-15 $1,400,000 0914000051 4 36450	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$24,000 $1,169,000
46 $5,410,000 Mono 09-Mno-395 R69.8/R76.0	Near Bridgeport, from Route 270 to 0.1 mile north of Jack Sawyer Road. Outcome/Output: Rehabilitate 12.4 lane miles of roadway by grinding the existing upper layer of pavement, overlaying with asphalt, placing shoulder backing, and replacing striping. This project extends pavement service life and improves ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $10,000 / $2,034 PS&E — $360,000 / $238,750 R/W Supp — $2,000 / $0 (Construction Support: $350,000)	09-2608 SHOPP/14-15 $5,410,000 0914000008 4 36060	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$108,000 $5,302,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
47 $3,227,000 San Joaquin 10-SJ-4 16/19.4	In Stockton, between Interstate 5 and Route 99; also on local roads from Route 99 to the District Transportation Management Center (TMC). Outcome/Output: Construct Automatic Warning Systems and Maintenance Vehicle Pullouts, install fiber optic lines, Changeable Message Signs, Closed Circuit Television cameras, and Traffic Monitoring Stations. This project reduces traffic congestion and enhances the travelling public's safety. Preliminary Engineering / Programmed / Expended PA&ED $105,000 $253,296 PS&E $271,000 $725,613 R/W Supp $10,000 $0 (Construction Support: $215,000)	10-3058 SHOPP/14-15 $3,227,000 1013000114 4 0X970	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$65,000 $3,162,000
48 $3,423,000 San Joaquin 10-SJ-120 6.7/16.7	In and near Manteca, from west of Austin Avenue to west of Escalon Bellota/McHenry Avenue. Outcome/Output: Rehabilitate 25.2 lane miles of roadway by repairing failed pavement, overlaying the existing pavement with asphalt. This project is necessary to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $30,000 $24,094 PS&E $110,000 $146,061 R/W Supp $10,000 $0 (Construction Support: $345,000)	10-3062 SHOPP/14-15 $3,700,000 1014000070 4 0Y950	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$68,000 $3,355,000
49 $4,100,000 San Joaquin 10-SJ-205 L0.0/R13.4	Near Tracy, from Route 5 in San Joaquin County to Route 580 in Alameda County. Outcome/Output: Install ramp meters, Closed Circuit Television cameras, and fiber optic lines. Also construct HOV ramp lane, CHP enforcement pads and Maintenance Vehicle Pullouts. This project adds 24 field elements and enhances traffic capacity and ability to monitor traffic condition in real time. Preliminary Engineering / Programmed / Expended PA&ED $609,000 $251,019 PS&E $812,000 $700,262 R/W Supp $338,000 $0 (Construction Support: $1,015,000)	10-3073 SHOPP/14-15 $6,769,000 1014000104 4 1C210	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$82,000 $4,018,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
50 $8,330,000 San Joaquin 10-SJ-580 4.8/15.3	In and near Tracy, from Route 5 to Route 205. Outcome/Output: Install Closed Circuit Television cameras, Changeable Message Signs, Traffic Monitoring Systems, Remote Weather Information System, and Fiber Optic lines. This project adds 20 field elements and enhances District Intelligent Transportation Systems. Preliminary Engineering / Programmed / Expended PA&ED $111,000 $0 PS&E $422,000 $0 R/W Supp $2,000 $0 (Construction Support: $1,269,000) (EA 0W750, PPNO 3068 combined with EA 0G810, PPNO 7901 and EA 0Q170, PPNO 0164 for construction under EA 0Q17U, Project ID 1014000170.)	10-3068 SHOPP/14-15 $8,330,000 1012000047 4 0W750	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$167,000 $8,163,000
51 $4,768,000 San Joaquin 10-SJ-Var. Var.	In San Joaquin, Mariposa, Merced, Stanislaus, and Tuolumne counties on various highways at various locations. Outcome/Output: Construct, modify, upgrade and/or replace existing Intelligent Transportation System (ITS) elements. Also, construct two new roadside Weather Information Systems. This project adds 46 field elements and is necessary to upgrade aging ITS element to current standards. Preliminary Engineering / Programmed / Expended PA&ED $480,000 $302,754 PS&E $967,000 $531,053 R/W Supp $286,000 $0 (Construction Support: $1,200,000)	10-3072 SHOPP/14-15 $5,320,000 1014000103 4 1C220	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$95,000 $4,673,000
52 $3,070,000 Stanislaus 10-Sta-5 Var.	In Stanislaus County, on Routes 5 and 99 at various locations. Outcome/Output: Install Traffic Monitoring Systems, Closed Circuit Television cameras, roadway Weather Information Systems, fiber optic lines, and field service cabinets. This project adds 123 field elements and improves traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $225,000 $218,495 PS&E $474,000 $425,997 R/W Supp $50,000 $0 (Construction Support: $485,000)	10-9050C SHOPP/14-15 $3,461,000 1014000166 4 0K340	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$61,000 $3,009,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
53 $12,869,000 San Diego 11-SD-15 R6.5/R10.9	In the city of San Diego, from 0.2 mile south of San Diego Mission Road to 0.3 mile north of Route 52. Outcome/Output: Rehabilitate 37.5 lane miles of pavement by grinding concrete pavement and replacing concrete slabs to extend pavement service life and improve ride quality. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,485,000 $876,403 R/W Supp $2,000 $0 (Construction Support: $2,470,000)	11-1122 SHOPP/14-15 $16,697,000 1114000037 4 41330	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$257,000 $12,612,000
54 $1,158,000 Orange 12-Ora-1 Var.	In and near various cities on Routes 1, 74, 133, and 142 at various locations and at the District Traffic Management Center. Outcome/Output: Add 52 field elements by installing loop and radar detection equipment and updating data collection system in District 12 Traffic Management Center to provide operators with access to real time traffic data. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $0 $125,957 PS&E $150,000 $346,251 R/W Supp $15,000 $0 (Construction Support: $388,000)	12-2200B SHOPP/14-15 $1,500,000 1215000081 4 0N821	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$60,000 $1,098,000
55 $10,550,000 Orange 12-Ora-5 12.8/21.6	In and near Mission Viejo, Laguna Hills, Lake Forest and Irvine, from south of Avery Parkway to Route 405. Outcome/Output: Replace broken concrete slabs, fog seal existing outside shoulders, overlay asphalt ramps, upgrade existing guardrail and ADA facilities, and modify traffic signals to extend pavement service life and improve ride quality along 106 lane miles of roadway. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,420,000 $1,374,425 R/W Supp $80,000 $0 (Construction Support: $2,700,000)	12-2659A SHOPP/14-15 $10,600,000 1213000197 4 0N330	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$172,000 $10,378,000

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2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
56 $1,925,000 Orange 12-Ora-5 R23.8	In Irvine, south of Sand Canyon Avenue. Outcome/Output: Upgrade the existing Advanced Transportation Management System (ATMS) in the Transportation Management Center (TMC). Tise project will provide more efficient traffic flow by earlier detection and verification of incidents or events and improve mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $70,000 $47,465 PS&E $480,000 $205,213 R/W Supp $5,000 $0 (Construction Support: $350,000)	12-1984 SHOPP/14-15 $1,981,000 1214000037 4 0H234	2014-15 302-0890 FTF 20.20.201.315	$1,925,000
57 $2,695,000 Orange 12-Ora-5 Var.	In various cities on Routes 5, 91 and 405 at various locations including the Traffic Management Center (TMC). Outcome/Output: Install ITS equipment in Transportation Management System (TMS) cabinets and upgrade network equipment in communication hubs, field cabinets and the TMC. This project will install and upgrade 452 elements and is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $380,000 $177,615 PS&E $650,000 $0 R/W Supp $0 $0 (Construction Support: $760,000)	12-2530H SHOPP/14-15 $3,000,000 1214000109 4 0N790	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$54,000 $2,641,000
58 $600,000 Orange 12-Ora-5 R23.8	In Irvine, south of Sand Canyon Avenue. Outcome/Output: Upgrade Advanced Transportation Management System (ATMS) software to allow arterial detection using Bluetooth technology with supporting hardware in the Traffic Management Center (TMC). This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $85,000 $0 R/W Supp $0 $0 (Construction Support: $175,000)	12-2200C SHOPP/14-15 $600,000 1215000082 4 0N822	2014-15 302-0890 FTF 20.20.201.315	$600,000
59 $3,815,000 Orange 12-Ora-5 Var.	In various cities on Routes 5, 73, 241 and 261 at various locations. Outcome/Output: Replace 149 existing analog cameras with high definition CCTV's to capture high resolution video images. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $550,000 $0 PS&E $800,000 $849,837 R/W Supp $0 $0 (Construction Support: $936,000)	12-2530G SHOPP/14-15 $4,700,000 1214000108 4 0N780	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$49,000 $3,766,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-02**
60 $3,001,000 Orange 12-Ora-22 Var.	In Orange County on Routes 22, 57, and 405 at various locations. Outcome/Output: Install computer hardware at various hubs and controllers to provide internet protocol (IP) based ethernet communication for 351 field elements. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $370,000 $0 PS&E $888,000 $0 R/W Supp $75,000 $83,546 (Construction Support: $1,298,000)	12-2864B SHOPP/14-15 $3,700,000 1214000110 4 0N800	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$49,000 $2,952,000
61 $1,100,000 Orange 12-Ora-73 R26.1/R28.0	In Costa Mesa, from Route 405 to Route 55. Outcome/Output: Install fiber optic communication system, CCTV and electronic equipment. The proposed improvements will increase the capability to transfer and receive data and video signals. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $60,000 $31,130 PS&E $250,000 $216,262 R/W Supp $6,000 $0 (Construction Support: $293,000)	12-4096N SHOPP/14-15 $1,100,000 1212000057 4 0H225	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$75,000 $1,025,000
62 $3,515,000 Orange 12-Ora-405 0.2/8.7	In and near Irvine and Costa Mesa, from Route 5 to Route 55. Outcome/Output: Replace existing fiber optic cable, six existing CCTV's, two new cameras and upgrade ITS equipment. This project is necessary to improve traffic mobility and safety. Preliminary Engineering / Programmed / Expended PA&ED $487,000 $616 PS&E $1,282,000 $608,272 R/W Supp $7,000 $7,916 (Construction Support: $1,203,000)	12-4928B SHOPP/14-15 $4,330,000 1212000058 4 0H226	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$49,000 $3,466,000

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Tab 80

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-15-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $21,716,000 for six projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and $86,783,000 for three additional projects amended into the SHOPP by Department action, prior to July 1, 2015.

ISSUE:

The attached vote list describes nine SHOPP projects totaling $108,499,000 programmed in Fiscal Year 2015-16. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $108,499,000 be allocated from the Budget Act of 2014 and the Budget Act of 2015, Budget Act Items 2660-303-0042, 2660-302-0042, and 2660-302-0890, for nine 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.(2a) SHOPP Projects				**Resolution FP-15-03**
1 $1,820,000 Lassen 02-Las-395 R49.6	Near Janesville, at the Honey Lake Safety Roadside Rest Area. Also in the city of Sacramento on Route 5 at 0.1 mile south of Route 275 (PM 23.3). Outcome/Output: Rehabilitate sewer systems to meet waste discharge requirements. Rehabilitate potable water system by installing a pressure tank, flow meters, sensors and plumbing. Also, supervisory control equipment to be installed to integrate water and wastewater systems into a statewide network. Preliminary Engineering / Programmed / Expended PA&ED $305,000 $321,670 PS&E $534,000 $680,959 R/W Supp $10,000 $0 (Construction Support: $571,000)	02-3478 SHOPP/15-16 $1,820,000 0212000033 4 4E690	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.250	$36,000 $1,784,000
2 $6,428,000 Santa Cruz 05-SCr-17 8.3/9.4	Near Scotts Valley, from 0.4 mile south of Sugarloaf Road to 0.1 mile south of Laurel Road. Outcome/Output: Widen shoulders and construct concrete guardrail at two locations. This project is necessary to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,899,000 $1,101,476 R/W Supp $236,000 $177,681 (Construction Support: $2,206,000)	05-2311 SHOPP/15-16 $6,517,000 0500020244 4 0T980	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$129,000 $6,299,000
3 $2,767,000 Los Angeles 07-LA-405 8.7/11.2	In Carson, from Alameda Street to Avalon Boulevard. Outcome/Output: Construct new concrete barrier and guardrail on outside shoulders to reduce the severity of run-off roadway or any other fixed object collisions. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $900,000 $874,763 R/W Supp $100,000 $0 (Construction Support: $1,134,000)	07-4414 SHOPP/15-16 $6,495,000 0700020935 4 28740	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$55,000 $2,712,000
4 $2,465,000 Inyo 09-Iny-Var. Var.	In Inyo and Mono counties on various routes at various locations. Outcome/Output: Replace existing metal beam guard rail to barrier transitions with new standard Midwest transitions at 25 locations to make standard. Also upgrade concrete structure barriers at two locations to bring up to current standards. Preliminary Engineering / Programmed / Expended PA&ED $180,000 $56,560 PS&E $450,000 $340,179 R/W Supp $9,000 $0 (Construction Support: $1,010,000)	09-0612 SHOPP/15-16 $2,470,000 0912000064 4 35690	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$49,000 $2,416,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(2a) SHOPP Projects				**Resolution FP-15-03**
5 $3,879,000 San Diego 11-SD-Var. Var.	In San Diego and Imperial counties, on various routes at various locations. Outcome/Output: Replace and upgrade 74 Traffic Management System field elements including communication hubs, Highway Advisory Radio and other aging data collection equipment to improve traffic mobility and safety. Preliminary Engineering — Programmed / Expended PA&ED — $169,000 / $153,346 PS&E — $750,000 / $452,890 R/W Supp — $2,000 / $0 (Construction Support: $891,000)	11-1090 SHOPP/15-16 $4,266,000 1113000046 4 41600	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$78,000 $3,801,000
6 $4,357,000 San Diego 11-SD-Var. Var.	In San Diego and Imperial counties, on various routes at various locations. Outcome/Output: Replace and upgrade 204 Transportation Management System field elements including traffic controllers, detection stations, CCTV systems and other aging data collection systems to improve traffic mobility and safety. Preliminary Engineering — Programmed / Expended PA&ED — $160,000 / $174,755 PS&E — $744,000 / $697,908 R/W Supp — $2,000 / $0 (Construction Support: $923,000)	11-1089 SHOPP/15-16 $4,362,000 1113000002 4 41550	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$87,000 $4,270,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5b.(2b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution FP-15-03**
1 $1,714,000 Sonoma 04-Son-116 13.6/13.9	Near Guernville, 1.1 miles east of Mays Canyon Road. Outcome/Output: Construct a soldier-pile retaining wall, repair drainage system, place rock slope protection, and reconstruct and widen damaged pavement to standard to repair storm damage slide and scour. Preliminary Engineering / Programmed / Expended PA&ED $0 $341,176 PS&E $150,000 $1,449,581 R/W Supp $20,000 $46,769 (Construction Support: $400,000)	04-0488H SHOPP/15-16 $1,714,000 0414000190 4 1J320	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$231,000 $1,483,000
2 $3,069,000 Imperial 11-Imp-86 M5708	In El Centro, at El Centro Maintenance Station (M5708) at 1102 Montenegro Way. Outcome/Output: Construct mechanic's shop to replace inadequate building containing asbestos and numerous safety related items. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $0 $0 R/W Supp $0 $0 (Construction Support: $1,077,000)	11-0557 SHOPP/15-16 $3,069,000 1115000108 4 07671	2015-16 303-0042 SHA 20.20.201.351	$3,069,000
3 $82,000,000 Orange 12-Ora-405 12.6/15.1	In Fountain Valley, from Ellis Street/ Euclid Avenue to Magnolia Street. Outcome/Output: Construct auxiliary lanes in each direction as part of the larger I-405 Widening project EA 0H100. This project is necessary to reduce congestion and improve highway operations and mobility. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $24,000 $0 R/W Supp $0 $0 (Construction Support: $26,000) This is a Financial Contribution Only (FCO) to Orange County Transportation Authority (OCTA).	12-5054 SHOPP/15-16 $82,000,000 1215000075 4FCO 0C78U	2014-15 302-0890 FTF 20.20.201.310	$82,000,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5b.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR FEDERAL EARMARKED PROJECT RESOLUTION FP-15-05**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $1,238,000 of federal earmarked Interstate Maintenance Discretionary (IMD) program dollars for the State administered Colfax truck climbing lane (PPNO 5067) project in Placer County, on the State Highway System.

This project has dedicated federal funds with obligation authority.

ISSUE:

The attached vote list describes one State administered federal earmarked IMD project for $1,238,000. The Department is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,238,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0890, for the State administered federal earmarked project described on the attached vote list

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC 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
2.5b.(4)	**State Administered Federal Earmarked Project**			**Resolution FP-15-05**
1 $1,238,000 Department of Transportation PCTPA Placer 03-Pla-80 35.1/38.3	Colfax truck climbing lane. Near Colfax, from east of Long Ravine Bridge to the Alpine Overcrossing exit ramp. Construct truck climbing lane and shoulders. (Future consideration of funding under Resolution E-14-22; June 2014.) (R/W Cert Type #1, Date 06/12/2015.) (Concurrent SHOPP allocation under Resolution FP-15-02.) Outcome/Output: Construct three miles of truck climbing lane with standard 10 foot inside and outside shoulders to improve traffic operations.	03-5067 IMD/14-15 CONST $1,238,000 0300020420 4 1F400	2014-15 302-0890 FTF 20.20.400.300	$1,238,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-15-08

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $95,000 for the locally administered State Transportation Improvement Program (STIP) I-680 Sound Walls – Capitol Expressway to Mueller (PPNO 0521C) project in Santa Clara County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered STIP project on the State Highway System totaling $95,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $95,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-301-0042 for the locally administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC 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.(2)	**Locally Administered STIP Project On the State Highway System**			**Resolution FP-15-08**
1 $95,000 Santa Clara Valley Transportation Authority MTC Santa Clara 04-SCl-680 M1.4/M2.3	I-680 Sound Walls - Capitol Expressway to Mueller. On I-680, in Santa Clara County, construct soundwalls between Capitol Expressway and Mueller Avenue. Outcome/Output: To complete environmental document.	04-0521C RIP/15-16 PA&ED $95,000 0416000016 0 0K030	2015-16 301-0042 SHA 20.20.075.600	$95,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION FP-15-09**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $12,978,000 for 30 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $7,947,000 for nine STIP projects; and
- $5,031,000 for 21 STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 30 locally administered STIP projects off the State Highway System totaling $12,978,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $12,978,000 be allocated from the Budget Acts of 2014 and 2015, Budget Act Items 2660-101-0042 and 2660-101-0890 for 30 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 Adv. Phase EA	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-15-09**
1 $963,000 City of Susanville LCTC 02-Lassen	City Rehabilitation SC. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 1/30/2015.) Right of Way Certification: 06/26/2015 Outcome/Output: Extend pavement life, and improve ride-ability.	02-2511 RIP/15-16 CONST $963,000 0214000067	2015-16 101-0042 SHA 20.30.600.621	$963,000
2 $120,000 City of Susanville LCTC 02-Lassen	City Rehabilitation FD. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. Outcome/Output: Extend pavement life, and improve ride-ability.	02-2561 RIP/15-16 PA&ED $120,000 0216000002	2014-15 101-0890 FTF 20.30.600.621	$120,000
3 $866,000 City of Susanville LCTC 02-Modoc	City Rehabilitation SC1. City Rehabilitation SC1. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 1/30/2015) Right of Way Certification: 06/26/2015 Outcome/Output: Extend pavement life, and improve ride-ability.	02-2512 RIP/15-16 CONST $866,000 0214000126	2015-16 101-0042 SHA 20.30.600.621	$866,000
4 $80,000 City of Alturas MCTC 02-Modoc	Pedestrian Improvements along Alturas Central Business District. In the City of Alturas, in Modoc County; Carlos Street, Modoc Street, North Street, 1st Street, 2nd Street, 34th Street and 4th Street, from Howard Street to SR 395 and from SR 395 to Court Street. Improve and construct pedestrian improvements along the Central Business District in the City of Alturas. (CEQA - NOE, 7/23/2014.) Outcome/Output: Improve pedestrian accessibility and safety.	02-2534 RIP/15-16 R/W $80,000 0214000144	2015-16 101-0042 SHA 20.30.600.620	$80,000
5 $20,000 City of Alturas MCTC 02-Modoc	Oak and Juniper Street Rehabilitation. In the City of Alturas on Oak Street from SR 299 to 19th Street., and on Juniper Street from SR 299 to 19th Street. Outcome/Output: 0.5 miles of road rehabilitation for each of the two locations, improving transportation for this area of Alturas and reducing maintenance costs for the City and for vehicle owners that utilize these routes.	02-2535 RIP/15-16 PA&ED $20,000 0216000001	2015-16 101-0042 SHA 20.30.600.621	$20,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	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-15-09**
6 $4,832,000 Modoc County MCTC 02-Modoc	County Road 1 Rehabilitation. From Cedarville to Fort Bidwell, on County Road 1. Rehabilitate Roadway. (CEQA - NOE, 6/13/2014.) (NEPA - CE, 04/30/2014.) Right of Way Certification: 02/26/2015 Outcome/Output: 24.25 miles of pavement rehabilitation, which reduces the total number of distressed County maintained road miles.	02-3269 RIP/15-16 CONST $4,832,000 0200000432	2014-15 101-0890 FTF 20.30.600.621	$4,832,000
7 $86,000 City of Montague SCLTC 02-Siskiyou	7th and 8th Street Rehabilitation. In Montague on 7th and 8th Streets between Prather Street and Web Street. Rehabilitate roadway. (CEQA - NOE, 7/29/2014.) Right of Way Certification: 05/13/2015. Agency submitted SB 184 Notification at the start of reimbursement work prior to allocation. Outcome/Output: Completion of the project will allow safe passage of failing local street.	02-2523 RIP/15-16 CONST $86,000 0214000164	2015-16 101-0042 SHA 20.30.600.621	$86,000
8 $650,000 Inyo County ICLTC 09-Inyo	Eastern Sierra Scenic Byway Tourist Center in Dehy Park in Independence. Construct pedestrian/bicycle trails. (CEQA - MND, 6/30/2006.) (NEPA - CE, 1/18/2012.) (Right of Way Cert. No. 1, 5/07/2013.) (Future Consideration of Funding approved under Resolution E-13-36; May 2013.) Time extension for FY 14-15 CONST expires on October 31, 2015. Outcome/Output: The project will provide improved visitor access to park facilities.	09-2517C RIP ~~TE~~/13-14 CONST $650,000 0900000017	2014-15 101-0890 FTF 20.30.600.731	$650,000
9 $330,000 Alpine County ACLTC 10-Alpine	Hot Springs Road Reconstruction. Hot Springs Road Reconstruction (In Alpine County, near Markleeville, on Hot Springs Road from Laramie Street to end at Grover Hot Springs State Park). Outcome/Output: To save the roadway so motorists and non-motorists can continue to access Grover Hot Springs State Park.	10-3115 RIP/15-16 PA&ED $330,000 1016000002	2015-16 101-0042 SHA 20.30.600.621	$330,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-15-09**
1 $34,000 Del Norte Local Transporation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	01-1032 RIP/15-16 CONST $34,000 0115000106	2015-16 101-0042 SHA 20.30.600.670	$34,000
2 $100,000 Humboldt County Association of Government HCAOG 01-Humboldt	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	01-2002P RIP/15-16 CONST $100,000 0115000107	2015-16 101-0042 SHA 20.30.600.670	$100,000
3 $41,000 Lake County/City Area Planning Council LAKE CCAPC 01-Lake	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	01-3002P RIP/15-16 CONST $41,000 0115000118	2015-16 101-0042 SHA 20.30.600.670	$41,000
4 $140,000 Mendocino Council of Governments MCOG 01-Mendocino	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	01-4002P RIP/15-16 CONST $140,000 0115000117	2015-16 101-0042 SHA 20.30.600.670	$140,000
5 $30,000 Modoc County Local Transportation Commission MCLTC 02-Modoc	Planning, Programming and Monitoring	02-2051 RIP/15-16 CONST $30,000 0216000007	2015-16 101-0042 SHA 20.30.600.670	$30,000
6 $47,000 Nevada County Transportation Commission NCTC 03-Nevada	Planning, Programming and Monitoring	03-0L83 RIP/15-16 CONST $47,000 0315000231	2015-16 101-0042 SHA 20.30.600.670	$47,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-15-09**
7 $16,000 Sierra County Transportation Commission SCTC 03-Sierra	Planning, Programming and Monitoring	03-0L04 RIP/15-16 CONST $16,000 0315000238	2015-16 101-0042 SHA 20.30.600.670	$16,000
8 $222,000 Contra Costa Transportation Authority MTC 04-Contra Costa	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	04-2011O RIP/15-16 CONST $222,000 0415000392	2015-16 101-0042 SHA 20.30.600.670	$222,000
9 $69,000 Napa County Transportation and Planning Agency MTC 04-Napa	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015.)	04-1003E RIP/15-16 CONST $69,000 0415000393	2015-16 101-0042 SHA 20.30.600.670	$69,000
10 $628,000 Santa Clara Valley Transportation Authority MTC 04-Santa Clara	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	04-2255 RIP/15-16 CONST $628,000 0415000394	2015-16 101-0042 SHA 20.30.600.670	$628,000
11 $165,000 City/County Association of Government of San Mateo County MTC 04-San Mateo	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	04-2140A RIP/15-16 CONST $165,000 0415000395	2015-16 101-0042 SHA 20.30.600.670	$165,000
12 $98,000 Solano Transporation Authority MTC 04-Solano	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	04-2263 RIP/15-16 CONST $98,000 0415000397	2015-16 101-0042 SHA 20.30.600.670	$98,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-15-09**
13 $125,000 Sonoma County Transporation Authority MTC 04-Sonoma	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	04-0770E RIP/15-16 CONST $125,000 0415000398	2015-16 101-0042 SHA 20.30.600.670	$125,000
14 $609,000 Metropolitan Transportation Commission MTC 04-Various	Planning, Programming and Monitoring This request combines 9 projects programmed in the 2016 STIP: PPNOs 2100 (Alameda) for $126,000, 2118 (Contra Costa) for $82,000, 2127 (Marin) for $23,000, 2130 (Napa) for $14,000, 2131 (San Francisco) for $64,000, 2140 (San Mateo) for $67,000, 2144 (Santa Clara) for $147,000, 2152 (Solano) for $39,000 and 2156 (Sonoma) for $47,000. (SB184 with an effective date of July 1, 2015.)	04-VARIOUS RIP/15-16 CONST $609,000 0415000391	2015-16 101-0042 SHA 20.30.600.670	$609,000
15 $412,000 Ventura County Transportation Commission VCTC 07-Ventura	Planning, Programming and Monitoring	07-9002 RIP/15-16 CONST $412,000 0715000346	2015-16 101-0042 SHA 20.30.600.670	$412,000
16 $1,200,000 San Bernardino Associated Governments SANBAG 08-San Bernardino	Planning, Programming and Monitoring	08-9811 RIP/15-16 CONST $1,200,000 0815000224	2015-16 101-0042 SHA 20.30.600.670	$1,200,000
17 $130,000 Mono County Local Transportation Commission MCLTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/15-16 CONST $130,000 0915000057	2015-16 101-0042 SHA 20.30.600.670	$130,000
18 $14,000 Alpine County Local Transportation Commission ACLTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/15-16 CONST $14,000 1016000001	2015-16 101-0042 SHA 20.30.600.670	$14,000

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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-15-09**
19 $38,000 Calaveras Council of Governments CCOG 10-Calaveras	Planning, Programming and Monitoring	10-C1950 RIP/15-16 CONST $38,000 1016000003	2015-16 101-0042 SHA 20.30.600.670	$38,000
20 $59,000 Tuolumne County Transportation Council TuolumneCTC 10-Tuolumne	Planning, Programming and Monitoring (SB184 with an effective date of July 1, 2015)	10-0452 RIP/15-16 CONST $59,000 1016000004	2015-16 101-0042 SHA 20.30.600.670	$59,000
21 $854,000 San Diego Association of Governments SANDAG 11-San Diego	Planning, Programming and Monitoring	11-7402 RIP/15-16 CONST $854,000 1115000160	2015-16 101-0042 SHA 20.30.600.670	$854,000

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 84

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION FOR TCRP PROJECTS**
RESOLUTION TFP-15-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate $10,820,000 in Traffic Congestion Relief Program (TCRP) funds for two Tier 1 projects.

ISSUE:

The attached vote list describes two TCRP projects for a total allocation of $10,820,000. These Tier 1 projects are included in the approved TCRP Allocation Plan, and are scheduled for allocation in Fiscal Year 2015-16.

FINANCIAL RESOLUTION:

Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation.

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing Traffic Congestion Relief Program projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the implementing agency and the California Department of Transportation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC 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
2.6e.	**Traffic Congestion Relief Program Allocations**			**Resolution TFP-15-01**
1 $2,820,000 City of Richmond MTC Contra Costa 04-CC	**Project 28 - Parking Structure at Transit Village at Richmond BART Station in Contra Costa County**. Outcome/Output: Construct a parking structure with 800 parking spaces. **This is a Tier 1 project.**	04-2011G TCRP /15-16 CONST $2,820,000 0416000019 S R9127C	601-3007 TCRF 30.10.710.010	$2,820,000
2 $8,000,000 Los Angeles County Metropolitan Transportation Authority LACMTA Los Angeles 07-LA-405 28.8/39	**Project 39 - I-405 Carpool Lane I-10 to US 101 (Northbound)**. In Los Angeles from I-10 to US 101. Construct one HOV Lane Northbound on Interstate 405 from I-10 to US 101. (TCRP #39) Outcome/Output: Construct 10 miles of HOV lane Northbound from Route 10 to Route 101. **This is a Tier 1 project.**	07-0851G TCRP/15-16 CONST $8,000,000 0700000107 4CONL 12030	889-3007 TCRF 20.20.710.870	$8,000,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6f.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM - URBAN/COMMUTER PROJECTS RESOLUTION MFP-15-05**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $5,319,000 for the locally administered Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) Urban/Commuter Stockton Passenger Track Extension – Phase 2A (PPNO HR001) project, in San Joaquin County.

ISSUE:

The attached vote list describes one locally administered Proposition 1A HSPTBF Urban/Commuter project totaling $5,319,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $5,319,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 for the Proposition 1A HSPTBF Urban/Commuter project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Proposition 1A - High-Speed Passenger Train Bond Program - Urban/Commuter**			**Resolution MFP-15-05**
1 $5,319,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**Stockton Passenger Track Extension - Phase 2A**. Second phase of an overall capital investment strategy to reduce train emissions and delays and increase rail transit ridership. (CEQA - CE, 21080(b)(10).) Partial allocation of the $10,579,000 currently programmed under CONST. Outcome/Output: This project will reduce train emission and delays, improve the safety of passengers and motorists, and improve freight train traffic congestion.	10-HR001 HSR/2012-13 CONST ~~$10,579,000~~ **$5,319,000** 1016000006 S R302GB	2012-13 104-6043 HSPTBF 30.10.100.000	$5,319,000

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California State Transportation Agency

Memorandum

Tab 86

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.6g.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-15-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $51,608,000 for three locally administered Transit and Intercity Rail Capital Program (TIRCP) projects.

ISSUE:

The attached vote list describes three locally administered TIRCP projects totaling $51,608,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $51,608,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-301-3228, and Budget Act of 2015, Budget Act Item 2660-302-0042 of Reimbursement Authority for the TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.	**Transit and Intercity Rail Capital Program Project**			**Resolution TIRCP-15-01**
1 $6,427,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Refurbishment of Seven UTDC Light Rail Vehicles**. Refurbishment of 7 vehicles to be used throughout RT's light rail system. (CEQA - CE; 15302.) Outcome/Output: Increase ridership, eliminate impacts from the overhaul program needed on the remaining fleet, connect disadvantaged community residents to job centers, as well as decreasing GHG emissions.	03-CP001 TIRCP/2015-16 CONST $6,427,000 0016000007 S R340GA	2014-15 101-3228 GGRF 30.10.070.626	$6,427,000
2 $41,181,000 Southern California Regional Rail Authority LACMTA 07-Los Angeles	**Purchase Nine Fuel Efficient, Tier IV EMD Locomotives**. Replace seven and purchase two additional locomotives to increase service on the Antelope Valley and Ventura lines. (CEQA - CE, 15260.) Outcome/Output: Increase ridership and reduces GHG emissions, in addition to benefiting disadvantaged communities throughout the service area. **CONTINGENT ON APPROVED EXECUTIVE AGREEMENT WITH CALIFORNIA STATE TRANSPORTATION AGENCY.**	07-CP002 TIRCP/2015-16 CONST $41,181,000 0016000009 S R341GA	2015-16 302-0042R SHA 30.10.070.626	$41,181,000
3 $4,000,000 San Diego Association of Governments SANDAG 11-San Diego	**South Bay Bus Rapid Transit**. Construct the remaining 11 mile segment of the route between eastern Chula Vista and the Otay Mesa border crossing, including construction of a new intermodal transportation center at the border and direct connections to Trolley, Amtrak and Coaster rail services. Concurrent Consideration of Funding under Resolution E-15-51; August 2015. Outcome/Output: Increase ridership while decreasing GHG emissions and providing greater multi-modal connectivity to the region.	11-CP003 TIRCP/2015-16 CONST $4,000,000 0016000008 S T339GA	2014-15 101-3228 GGRF 30.10.070.625	$4,000,000

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Tab 87

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**
RESOLUTION FP-15-06

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $1,689,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one programmed project in order to advertise the construction contract.

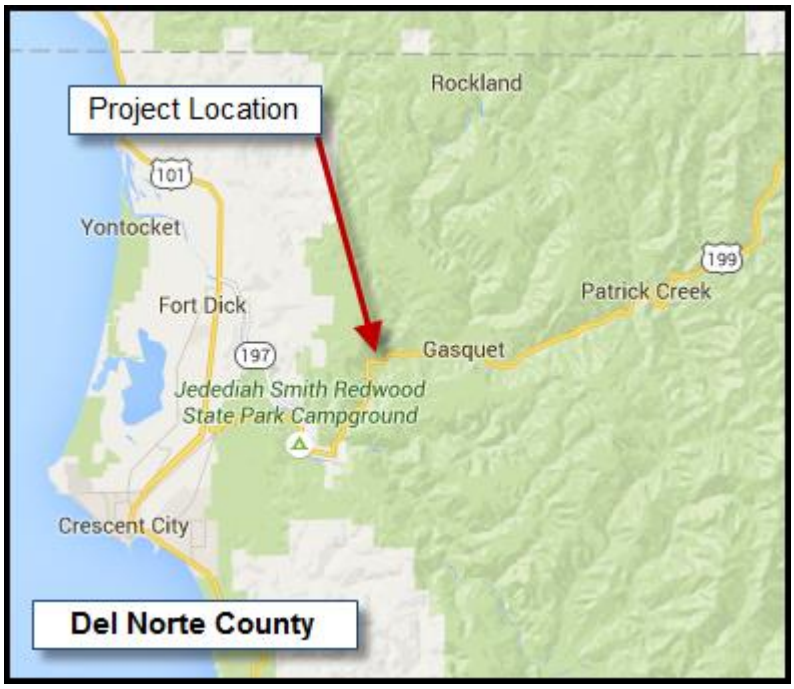
RESOLUTION:

Resolved, that $1,689,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Programmed Amount	Program Adjustment	Allocation Request	% Increase Above Programmed Amount
01-DN-199	$1,250,000	$439,000	$1,689,000	35.1%

PROJECT DESCRIPTION:

This project is located in Del Norte County on Route 199, near Gasquet at 1.5 miles north of Myrtle Creek Bridge. The project repairs two storm damaged locations by constructing a soldier pile wall and a Gabion Earth Retaining Structure (ERS), respectively. The project was initiated by the Department within the project limits to restore the two locations to pre-disaster conditions.



FUNDING STATUS:

The project was amended into the SHOPP in September 2011, and is currently programmed in Fiscal Year 2014-15 in the 2014 SHOPP for $1,250,000. This allocation request for $1,689,000 is an increase of 35.1 percent above the programmed amount.

REASON FOR INCREASE:

During the heavy spring rains and declared disaster in March 2011, the roadway experienced slip outs at two locations on Route 199. The roadway was stabilized under an emergency contract so that the roadway could be safely utilized by the travelling public. The original strategy for permanent restoration was to reconstruct the roadway using a combination of engineered buttress and gravity wall at Location 1 to address three localized failures and a bio-engineered buttress only at Location 2 to address one small localized failure.

The estimated construction capital cost programmed for the project in the fall of 2011 was for $1,250,000. The main issue that contributed to the higher programmed amount was the timing of the drilling and foundation work. The project included a risk management plan, and one of the components of that plan was the geotechnical investigation work. Due to a large number of ongoing projects statewide, and limited number of geotechnical teams and drilling equipment, there was a possibility that the final foundation report would not be completed in time to start the design phase. Because this was an emergency restoration project, a priority for the Department, a decision was made to develop the plans, specifications, and estimate (PS&E) concurrently with the geotechnical investigation work. The detailed geotechnical investigation was initiated in early 2013, however, the geotechnical report was not finalized until September 2014, the project delivery year. Commission programming guidelines do not allow for cost, scope, and schedule amendment adjustments to programmed projects in the delivery year. The only recourse is to request a cost adjustment at the time of allocation.

The geotechnical investigation did not find competent material to support the gravity wall and bio-engineered buttress at Location 1 until a depth of 15 to 25 feet below the roadway. As such, the original solution proposed at Location 1 would be unstable. In lieu of this solution, it was recommended to construct a soldier pile retaining wall system encompassing all three localized failures at this location. This increased the construction estimate to $1,689,000.

LESSONS LEARNED:

The Project Delivery Team recognized the geotechnical study as a significant risk factor, with potential impacts to both project cost and delivery schedule. The geotechnical study, which is the foundation for this design of the restoration work, was included by the project team in the projects' risk management plan. Unfortunately the potential impact of this risk to the projects' cost was under-estimated. In the future, greater emphasis on the impact to project cost and schedule will be placed on geotechnical studies.

DETERMINATION

The Department has determined that reducing the scope of work to the programmed amount and completing the deleted work later, would result in greater costs and more disruption to the traveling public and recommends that this request for $1,689,000 be approved to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile		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 Increases Greater than 120 Percent**			**Resolution FP-15-06**
1 $1,689,000 Del Norte 01-DN-199 8.7/21.7	Near Gasquet, at 1.5 miles north of Myrtle Creek Bridge; also about 8 miles north of Gasquet, at 0.4 mile south of Patrick Creek Bridge. Outcome/Output: Restore storm damage at two locations by constructing a soldier pile wall at Location 1 and Gabion Earth Retaining Structure (ERS) at Location 2. Preliminary Engineering / Programmed / Expended PA&ED / $200,000 / $190,170 PS&E / $400,000 / $466,106 R/W Supp / $10,000 / $3,877 (Construction Support: $400,000)	01-1081 SHOPP/14-15 $1,250,000 0112000115 4 0B310	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$194,000 $1,495,000

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DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, acting Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**
RESOLUTION FP-15-07

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $5,499,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one programmed project in order to advertise the construction contract.

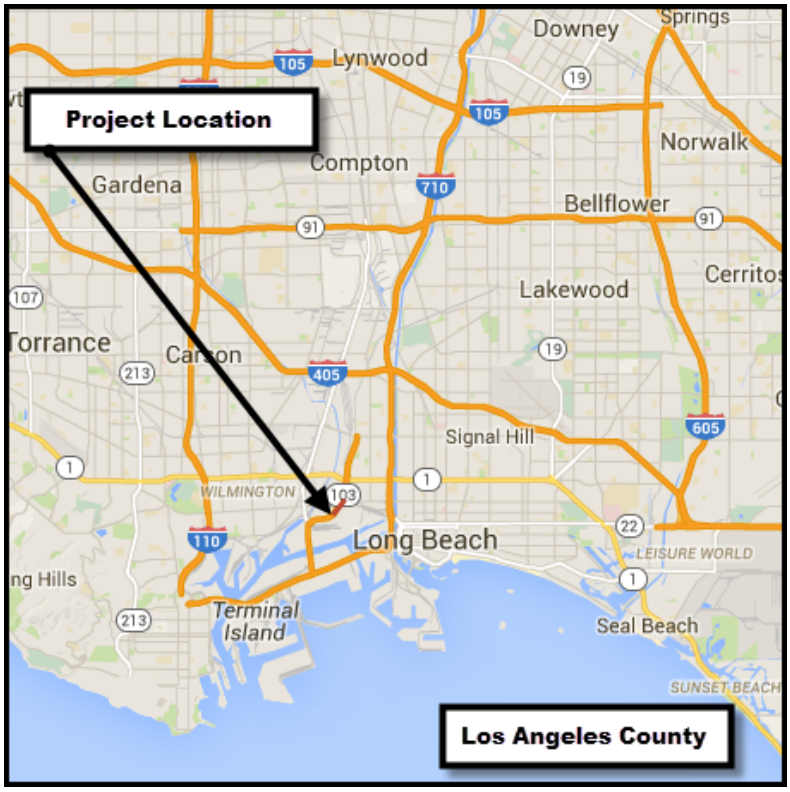
RESOLUTION:

Resolved, that $5,499,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Programmed Amount	Program Adjustment	Allocation Request	% Increase Above Programmed Amount
07-LA-103	$3,123,000	$2,376,000	$5,499,000	76.1%

PROJECT DESCRIPTION:

This project is located in the city of Los Angeles on Route 103, near the community of Wilmington. At this location, Route 103 is a four-lane freeway. The bridge has four lanes of traffic and an acceleration lane from W 9th Street. The bridge was constructed in 1947 and spans 471 feet over city streets and railroad lines owned by three separate owners. The bridge has heavy truck traffic carrying cargo to and from the Ports of Los Angeles and Long Beach. The project includes pressure washing bridge steel surfaces, abrasive blast rust removal, application of a primer coat and two finish coats to prevent corrosion of bridge structural steel members. The project was initiated by the Department to extend the service life of the bridge.



FUNDING STATUS:

The project was amended into the SHOPP in December 2010, and is currently programmed in Fiscal Year 2014-15 in the 2014 SHOPP for $3,123,000. This allocation request for $5,499,000 is an increase of 76.1 percent above the programmed amount.

REASON FOR INCREASE:

The project was initially scoped by the use of a Bridge Maintenance Project Initiation Document (PID) dated July 2010. The complexity of railroad involvement with painting operations was not fully understood at the time. As the Department began working with the railroad owners, construction access to some of the bridge areas and containment of the lead paint became more complex than originally understood. The preliminary estimate and programmed cost were based on assumptions without this knowledge.

In April 2012, a Supplemental PID was completed that further studied the great amount of impacts on the railroad, as a result of the larger work staging areas required to paint the bridge. The larger areas that were required to setup and remove the lead based paint containment system, also resulted in increased railroad flagging costs. Furthermore, the unit cost for the two major work items Clean and Paint Structural Steel increased 67 percent as a result of further evaluation of the complexities of the painting and containment operation. Collectively these factors increased the construction cost an additional $1,189,000. In June 2012, the project cost estimate was updated to the current programmed amount of $3,123,000.

In September 2014, twelve additional steel columns were further evaluated and the decision was made to add them to the project. The construction access to these columns, including several of the bents, were not initially understood and resulted in a more complex operation to clean, spot blast and paint. These work areas also present some additional challenges to the paint containment system. The overall cost to spot blast, clean, paint with mobilization including railroad flagging increased the project cost to the current engineer's amount of $5,499,000.

The complex nature of working with multiple railroad owners and increased scope led to additional challenges in construction access and paint containment resulting in significantly higher overall unit prices.

LESSONS LEARNED:

This bridge painting project was one of the first for the District and several elements were not clearly understood at the initiation of the project. The construction staging and lead paint containment system assumptions at the PID stage were not sufficient to determine an accurate cost for this project. The presence of several railroads under the bridge increased the complexity of the project during the design phase and additional flagging was identified by the respective railroad companies. In addition, there was a challenge to determine the proper bridge access for construction activities, given the various railroads beneath the bridge. Considering the complex site conditions and the new bridge painting concept, a detailed site investigation and cost analysis should have been initially performed at the PID phase and thoroughly updated throughout the design phase to help prevent a high project cost at the end of the project design.

DETERMINATION

The Department has determined that reducing the scope of work to the programmed amount and completing the deleted work later, would result in greater costs and more disruption to the traveling public and therefore recommends that this request for $5,499,000 be approved to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile		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 Increases Greater than 120 Percent**			**Resolution FP-15-07**
1 $5,499,000 Los Angeles 07-LA-103 0.9/1.2	In the City of Los Angeles, at Anaheim Street Overhead Bridge No 53-2627. Outcome/Output: Clean, spot blast, prime and paint steel portion of bridge to extend service life. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $0 PS&E / $800,000 / $705,726 R/W Supp / $800,000 / $423,354 (Construction Support: $842,000)	07-4383 SHOPP/14-15 $3,123,000 0700020042 4 4Y850	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.119	$110,000 $5,389,000

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DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 15-38**

RECOMMENDATIONS:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the Linda Vista Safe Routes to School Active Transportation Program (ATP) project in San Diego County, listed on the attached document for the time period shown.

ISSUE:

The Commission allocated $500,000 for the construction of one ATP project identified on the attachment. The responsible agency has been unable to award the contract within six months of allocation. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension, and the planning agency concurs.

BACKGROUND:

Current ATP Guidelines, Resolution G-14-05, stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of San Diego San Diego County PPNO: 11-1150 Linda Vista Safe Routes to School Project	$500,000	03/26/2015 FATP-1415-04 2 Months 11/31/2015 Support

The City of San Diego (City) is requesting a two-month extension to the period of contract award for the construction (CON) phase of the Linda Vista Safe Routes to School project. The City experienced an unexpected delay in awarding the project.

The City received the CON allocation in March 2015. Linda Vista Safe Routes to School is a non-infrastructure project and the City anticipates utilizing a non-profit partner to perform the work. The City experienced an unforeseen delay fulfilling the Public Interest Finding (PIF) requirement. The PIF issue has been resolved and the City plans to move forward to award the project. Once a non-profit partner is selected, the contract requires approval by the Smart Growth and Land Use Committee (SGLU) before being placed on the City Council agenda. The City is requesting a two-month extension from September 30, 2015 to November 30, 2015 in case there are any delays due to a scheduling conflict between the City Council and the SGLU.